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Constructing
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fabulous
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trailer

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Super Drooper: Resicast's Bedford QLT Truck
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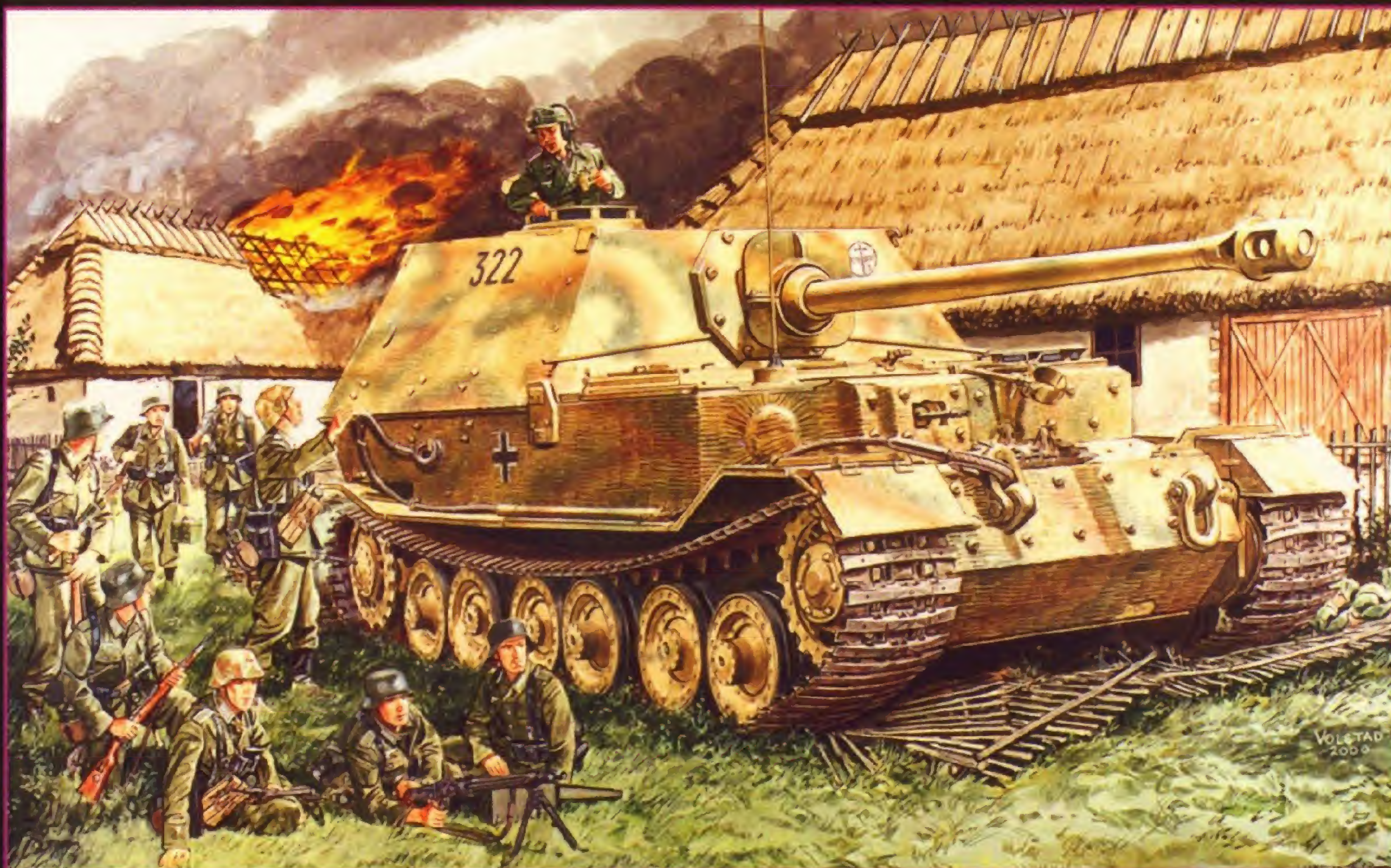
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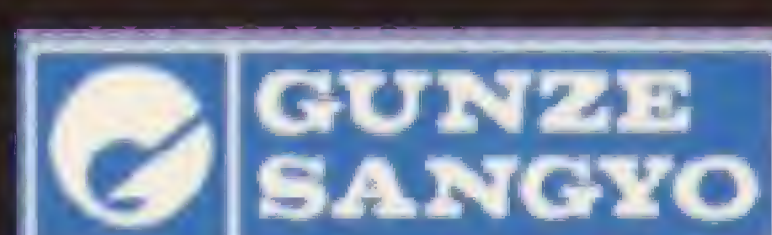


Figure Mastery

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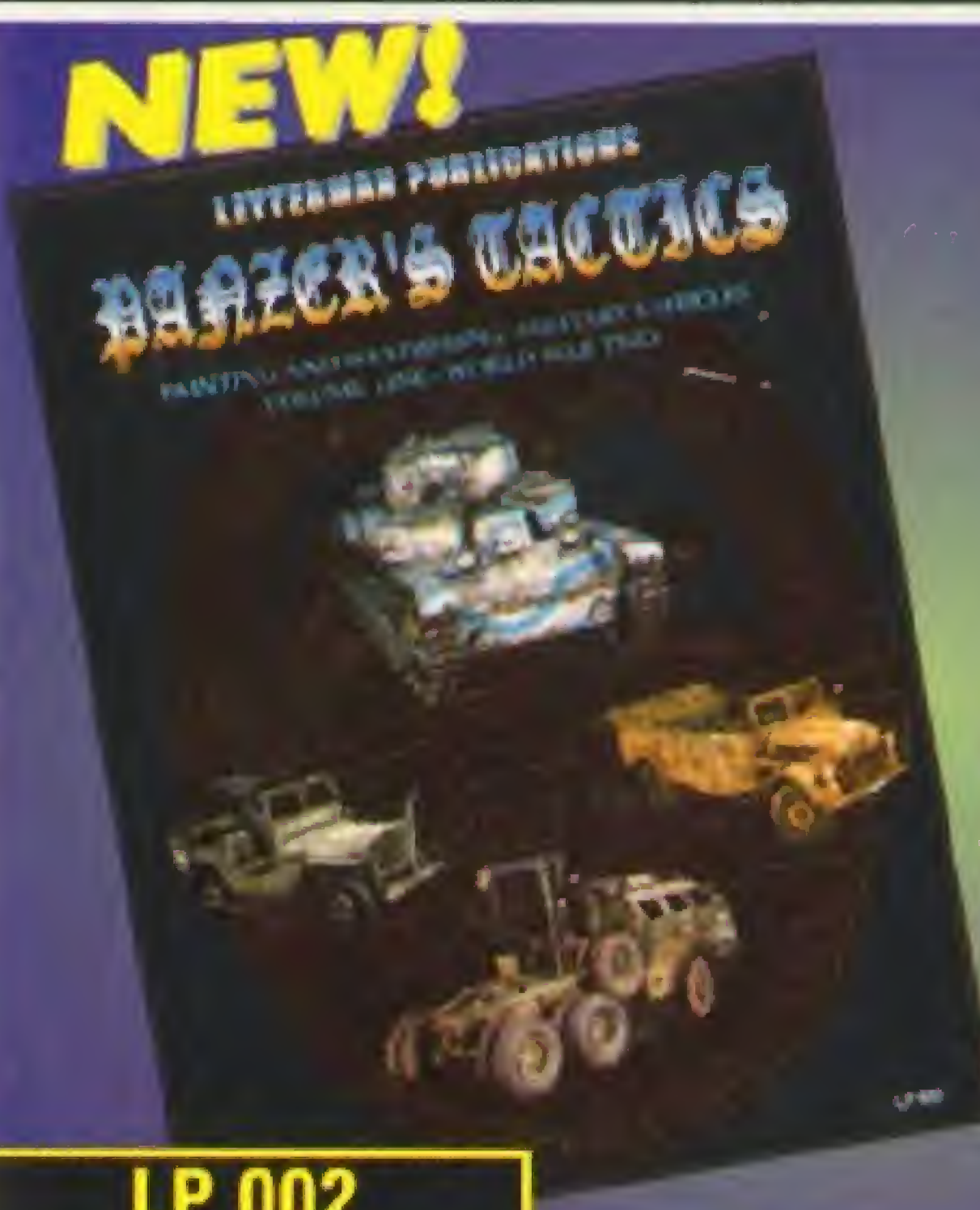
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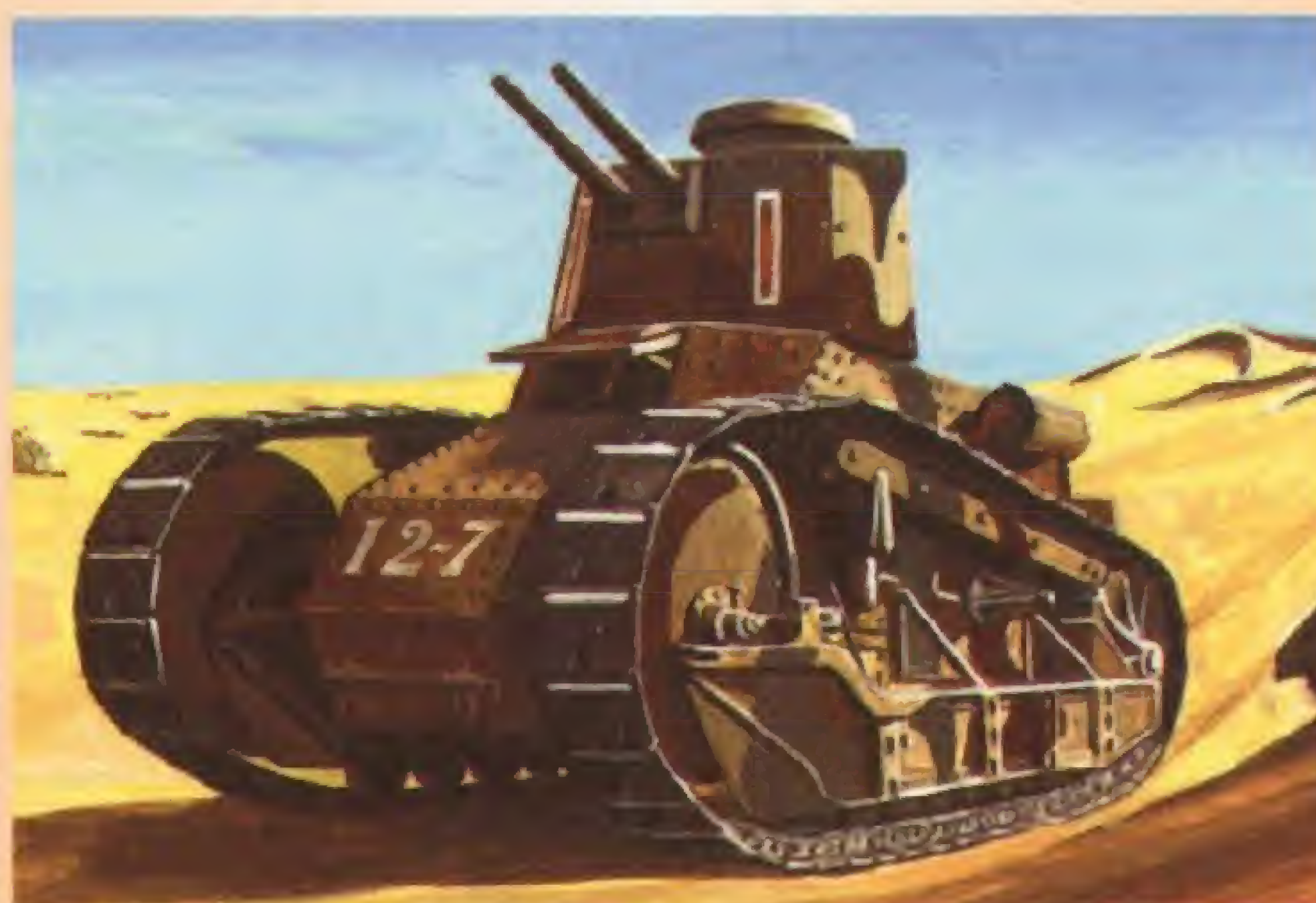
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Miniatures[™]

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ON THE COVER:

We break precedent this time around and splash more of the contents on the front page. There was so much cool stuff, we just couldn't limit it to one photo! If there's a theme in this issue, it's size. The FAMO trailer and the Minenräumer both make into big models. Clear some shelf space!





From Your Editor

Ampersand, on tour

When I was a snot-nosed college puke, I did what might have been both the smartest and the dumbest thing I have ever done (and this is saying a whole lot). I sold my car and I went to Europe and rode my bicycle around for nearly six months. This was dumb because I was trying to get a college education and I needed that car. It was smart because it exposed me to a part of the world I never would have experienced any other way. This was before the collapse of the East Block and I saw some pretty amazing stuff.

This experience gave me the travel bug for life and when I started this modest enterprise, one of my goals was to travel a lot in conjunction with the business. And, I do. I frequently travel back and forth to Europe, to two shows in particular. The first is the Truck & Tracks show held each year in February and the second is the Euro Militaire exhibition, held each year in September. I have always felt it is important to stay in touch with the European manufacturers, because many of them are the only ones producing certain items. The resin market, in particular, tends to wax and wane here in the states, where as in Europe is has been going strong for quite some time (I have no explanation for this). I also tend to have a great time when I'm there, enjoying the same camaraderie one enjoys at a show in the U.S. (I'm convinced that modelers are the same wherever they live and whatever language they speak. I'm certain there's a World Peace message in there somewhere)

European exhibitions tend to be the opposite of American ones. Shows "over there" tend to emphasize the vender aspect and the competitions tend to be small. Most of the IPMS shows I have attended have larger competitions and smaller vendor areas. The larger vendor areas of the European shows also feature vendors one would never even hope to see in the states. Companies such as Accurate Armour, Azimut, Cromwell, DES Kits, Resicast, Royal and New Connection are sometimes all in attendance. Not too shabby, if you think about it.

Being in the UK or Europe also gives one the opportunity to travel to other areas of interest, such as museums or battle sites and this can be a blast, too.

One of the things that has surprised me about this is that people think I must drop a ton of dough on these excursions. Nothing could be further from the truth. I always sniff out the cheapest fare and other travel services and I also limit my trip to a certain amount of days. I fancy myself a (very) minor expert on hunting out inexpensive European travel. Otherwise, I'd just stay home!

I was lucky enough to be the guest of Art Box, the publishers of Model Graphix and Armour Modelling magazine a few years ago when they conducted a group tour in the UK. They visited the Euro Militaire show and then traveled to various museums in England. This started me thinking (always a dangerous process) that perhaps I could extend all my cheesy travel expertise into something similar for the readers of this magazine. I mean, why should I have all the fun? So, we started contacting tour companies and haggling back and forth and we finally came up with a whiz-bang deal with Virgin Atlantic Vacations. This is a very exciting package and I think you'll be impressed. All of the trip details are outlined on page 32 of this issue. Take a careful look at the itinerary and give it some careful thought. It should be a great time. The prices are also fantastic, when compared to doing it on your own. We are breaking the payment down over a period of months and all the major credit cards will be accepted. Plus, you'll be with tank geeks the whole time you're there!

—Pat Stansell

Coming in issue 26 of MMiR:

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The FineMolds Japanese Type 1 and 3 in review.

"Hail," Yes!

The ICM BM-21 truck-mounted rocket launcher.

The Father of the Tiger I - The VK 36.01 is finally assembled.

The first of an informative series of features by noted German armor experts Tom Jentz and Hilary Louis Doyle.

...and more awesome, keeno, neato, cool, spiffy stuff!



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The Mail Sack



Joe's sorta OK after all

Congratulations on your superb "Captain Miller's Last Stand" in the latest edition of Military Miniatures in Review! If ever there was a feature worthy of cover story status, it is yours.

I don't know what to applaud the most—your selection of the scene as a further tribute to the film and the men of the Greatest Generation, your research, your modeling skills or your detailed, well-written article. A sheer pleasure for me from start to finish.

There is one item, however, on which I seek your counsel. You may have created the biggest mystery since "Who Shot J.R.?" If Steamboat Willie didn't slowly stab Private Mellish, who then? Steamboat Willie goes back "into circulation," as warned against by Private Reiban, kills Mellish, spares Upham on his way down the stairs, fires the fatal shot to Captain Miller and is "executed" by Upham. One of the greater ironies of the script. Upham intercedes for Steamboat Willie after Wade's death and ends up as the guy who kills him after Steamboat repays Upham by sparing his life. You've GOT to tell me who kills Mellish!

If I may, let me recommend one more thing to you to complete your "Saving Private Ryan" experience. Someday you've got to stand in the American Cemetery at Colleville-sur-Mer right above Omaha Beach. I did so a little more than a year ago. It is the most serene and beautiful place of honor you could ever imagine. Arlington and the Tomb of the Unknowns is a favorite spot of mine, but it pales in comparison to Colleville-sur-Mer. The grounds are magnificent and the grass beneath the white crosses is like a piece of fine carpeting. It is lush and brilliantly green. I think it stays that way for all the tears that are shed there. I certainly added mine. Incidentally, there are no French tricolors flying there, as Mr. Spielberg suggests in the opening scene, but I guess he needed some poetic license to set the scene's location. The two flagpoles in the Cemetery fly the Stars & Stripes in tribute to those beneath. It is our piece of France occupied by the Americans who fought and died to set France and all of Europe free those many years ago. Go there. Stand there. Pray there. Cry there. It is America and her heroes are at their finest.

—Larry Reid

Joe responds:

I truly appreciate the kind words, Larry. 'Captain Miller's Last Stand' was simmering on the project board for quite some time, and was one of the most enjoyable modeling projects I've undertaken to date. And you're not alone; seems most folks who have seen the

movie think it was Steamboat Willie who stabbed Mellish. The whole scene of Upham cowering and Mellish being stabbed was never even in the script; Steven Spielberg thought it up one day on the set. Mellish's tormentor is a real bruiser, much broader in the chest and shoulders than Steamboat Willie. Willie is played by Joerg Stadler, and the unnamed 'stabber' is played by stuntman Mac Steinmeier. (Sidebar: As Mellish is dying, the German is whispering, "It's easier for you, much easier.") Although these two guys strongly resemble one another, their differences slowly emerge after a few viewings. You can also use the Pause button on your VCR to give both guys a good look. Spared by the squad, the blindfolded Willie stumbles away, and doesn't reappear until Upham spots him near the bridge, immediately before he (Willie) shoots Captain Miller. For me, the film is defined by the few moments between Miller telling Ryan "Earn this" to Ryan seeking his wife's affirmation that he's lived a good life. Incidentally, the opening scene of an aging D-Day veteran falling to his knees was actually witnessed by Spielberg at the Colleville-sur-Mer cemetery in 1972. I think he's changed the way war movies will be made from now on.



Always "wear" your rubber (tires)

Thought I would drop you a quick line to share a tip on how to get rid of the mould seam on Tamiya's Dragon Wagon's beautiful rubber tires. Initially, I tried hand sanding and, while the result was OK, it was awful slow. I did not fancy the idea of using a motor tool as they are too fast. After putting the project on hold for a couple of months (to let the brain cells ponder the issue), I decided to give it another crack.

I decided to try a different tack. I went to the garage and selected a screwdriver with a handle that offered a snug fit for one of the tires. I then inserted the metal end into a cordless screwdriver. The seam was then gently but quickly removed by rubbing wet-and-dry sandpaper against the rotating rubber. After they were all done, I repeated the process, this time with 400-grade wet-and-dry sandpaper but under running water from the kitchen sink. The results were fantastic—clean, seam free, tires with minimal effort and the whole job finished in 30 minutes.

This technique is highly recommended to all budding Dragon Wagon builders.

—Bruce Adam

Thanks for the input, Bruce. That technique should work for everyone who's stymied by rubber wheel seams. You can also chuck them into your Dremel; we've done this on more than a few occasions when faced with a mountain of plastic roadwheels, and you can gently kiss the spinning wheel against fine sandpaper or a sanding stick held firmly against your workbench. But since it's always "Safety First" here at Ampersand Publishing, we can't condone using a cordless screwdriver under running water. We also advise against using blow dryers in the shower—especially while cleaning road wheels.



How to get ahead at work

This week, I showed issue #24 to my boss. He was really turned on, because he had no idea that there was such an extensive array of model kits and accessories!

He watches the History channel and similar programming, but the only models he knows about are those he sees at Wal-Mart or what I have shown him. He now owns a model of a Tiger tank.

Over the years, I have come to believe that there is a large untapped market based on people like my boss. They are adults that like history and technology, but have very limited experience with models. They have money, time, and patience; yet no one seems to be bringing them into the hobby! Why?

Modeling groups, such as IPMS, are very active in recruiting children, but aim little at the adults. Attracting the kids is great, but at about age 15, boys discover girls and drop out of the hobby until they hit their early twenties. People seem to know about R/C aircraft, but hardly anything about our area. Personally, I think if we want this hobby to grow, we need to tap into this adult market.

—David A. Kimbrell

Over the last several years we've heard a litany of questions, ideas, proposals, and concerns on that very issue. While we don't want to open up the editorial column to a torrent of letters on well-meaning ideas, here's our take on the issue. The current generation of children aren't that interested in scale models because models take too long to build, lack instant gratification, etc. The bottom line is, most likely, cost. Kids just don't have the disposable income to embark on the hobby to any great degree. Consider the cost of the quality kit, throw in paint, glue, a few tools—oh, and you might want an airbrush, or some more cool tools. Yeow! How many kids do you know that can spend \$100.00 to buy an airbrush? Or that latest pricey Euro resin? If they do spend money, it's more likely to be on a CD, a video game or a ticket to the hottest, latest film. The core group of existing modelers is baby boomers that took it up at an early age and either stuck with it, or came back later—when they had the dough to do it.

It would seem the only logical way to reach non-modeling adults is to enter the realms of interest they already occupy. But there aren't many hobby companies willing to cough up the price of an ad in Time, People, Newsweek, or PC World. The RC hobby gets plenty of free exposure because it's a visible, mostly outdoor 'sport.'

It seems modeling, or any hobby, shares common ground with religion—it's reaching out for you, but you have to show a spark of interest and reach back. Wish we had the answer—we could make a fortune. We're geeks, we're weird, and most people just don't understand. Conversely, we can't fathom why someone would spend money to collect stamps...

However, if leaving a stray copy of MMiR lying around will spark any interest, then by all means lay away!



Got a problem with any of this?

Send those comments to: Mail Sack, Military Miniatures in Review or discuss complaints, problems, wisecracks, Don Henley, etc. via the Internet. Find us at the handle: mmir35701@aol.com

Letters are sometimes edited for brevity, grammar, spelling, national security concerns and other stuff.

We sincerely regret that we rarely, if ever, are able to personally enter into correspondence with our readers.

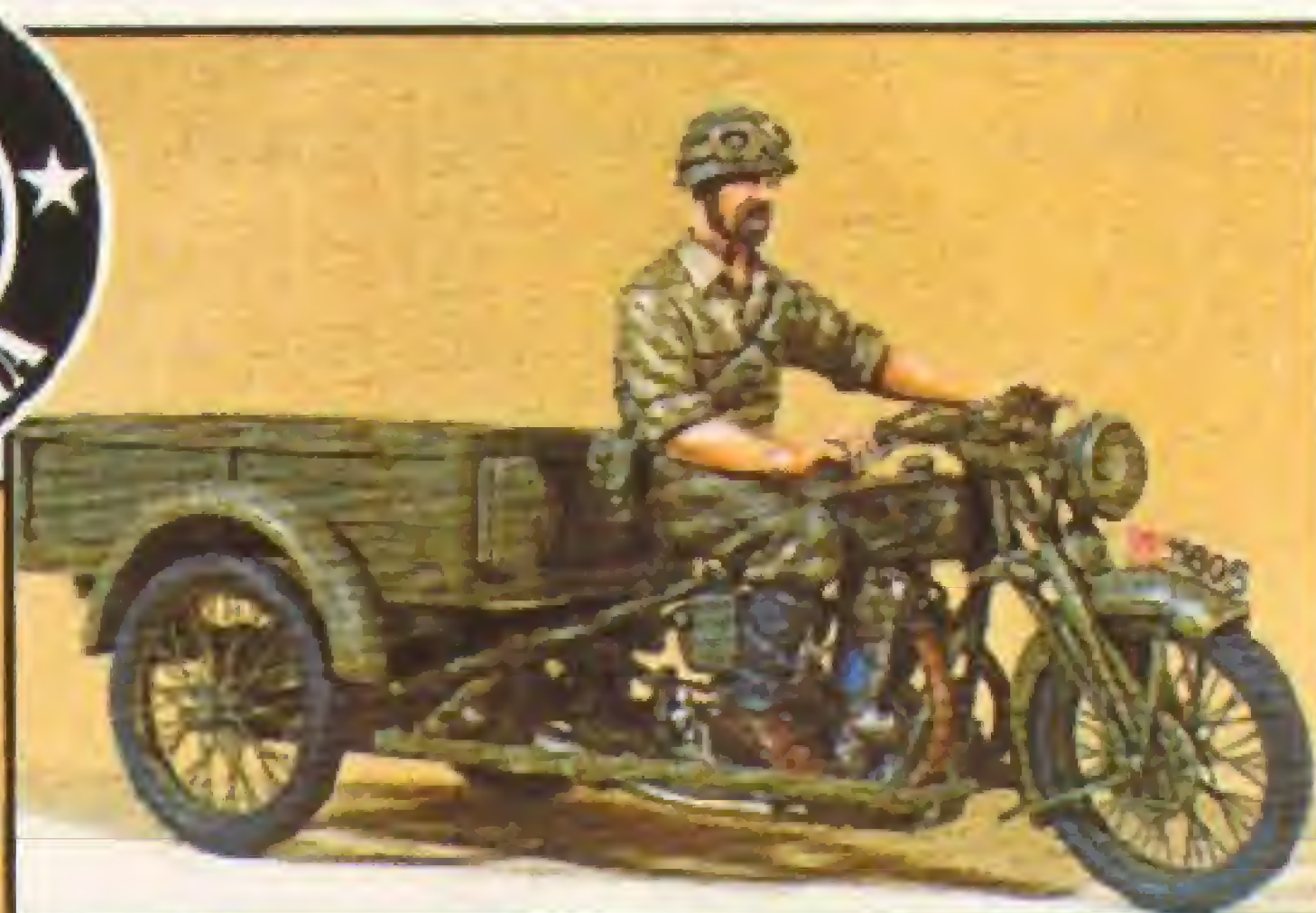
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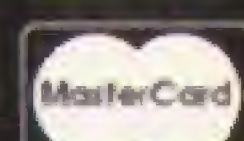
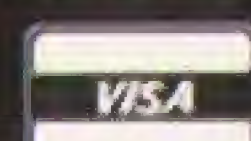
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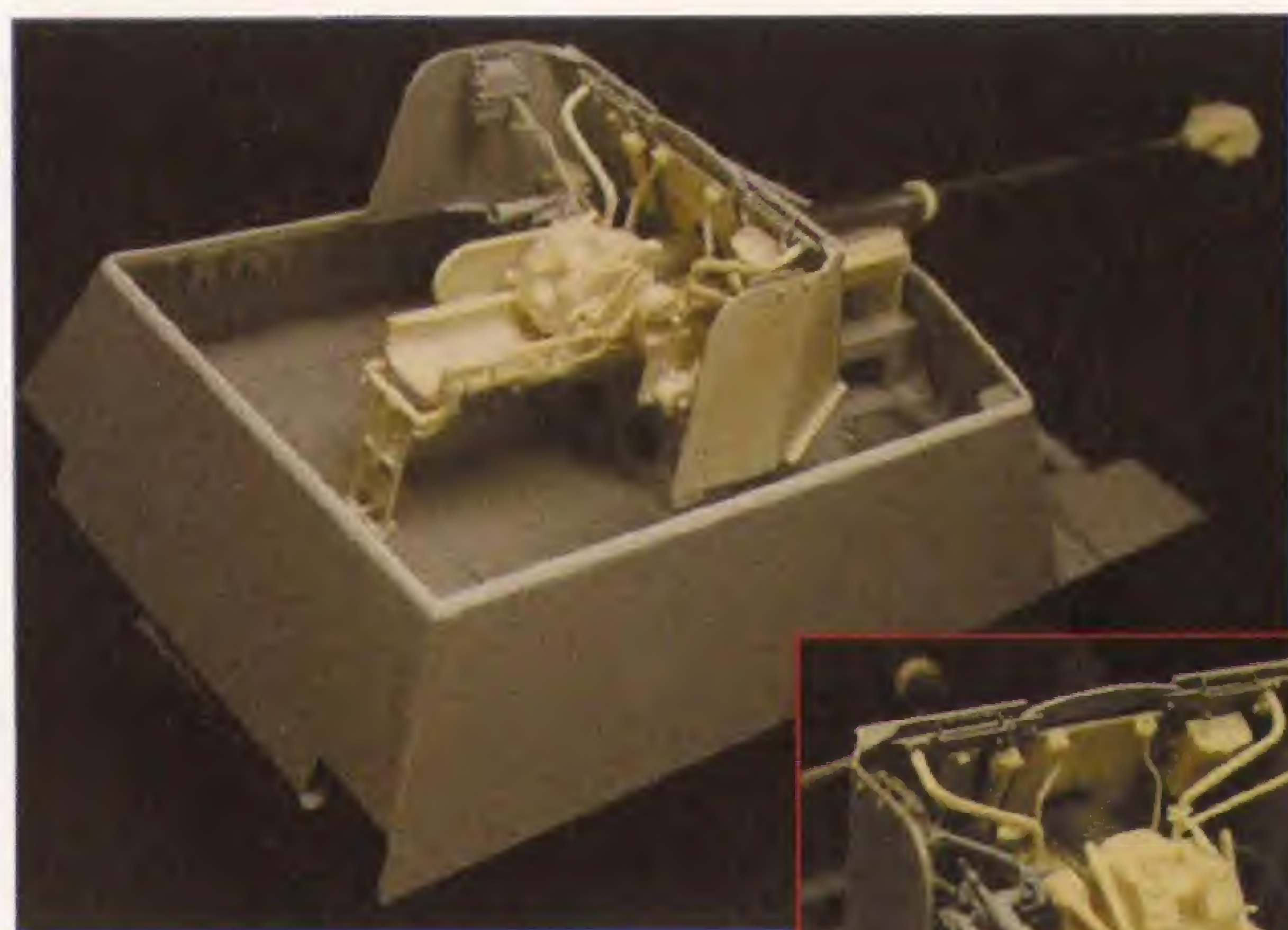


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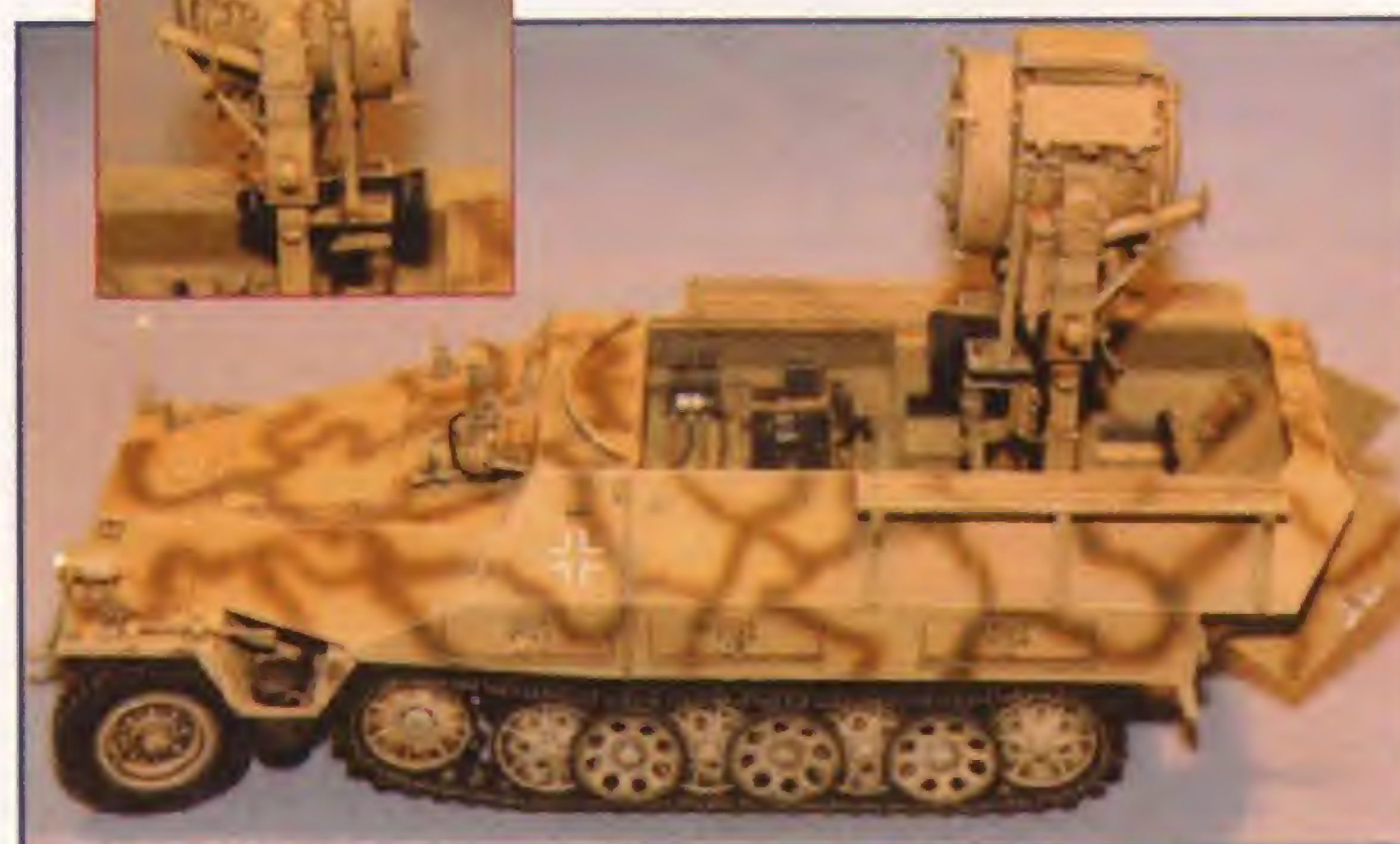


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The Year in Preview

Marder Mania!

Tamiya's hot new release.

Alchemy Works

These fellas from Texas have produced a new line of **mold material and putty**, and from what we hear it's pretty good stuff. A 4-oz. set of Wonder Putty retails for \$14.95, and can be mixed for sculpting and filling. A 4-oz. set of Repliscale goes for \$9.95. When the two parts are mixed it sets in one minute to create molds for small parts, if you're into casting your own deal. Look for them everywhere and check 'em out.

Chesapeake Model Designs

CMD has finally released their much anticipated **SdKfz. 251/22 conversion** for the Tamiya 251D. This is a very complete kit that includes just about everything you need to accurately modify the model inside and out. This includes two large sheets of photo-etch, all the gun parts and a turned aluminum barrel. The kit is CMD-31 and it retails for \$50.00.

CMD has also announced two new turrets in their line of Sherman replacement parts. These will be **early and late versions of the T23 76mm turret**. The early version will be the one with the split loader's hatch, while the later one will feature the smaller, oval hatch. Price and exact release dates are still TBA, but watch the CMD ad for more developments.

Custom Dioramics

Custom Dioramics is now in full swing and the new stuff is coming hard and fast in 1/35 scale. Available right now is 1116, **Pak 40 Bunker No. 1**, a

ceramic bunker so hefty it comes in two boxes, \$19.95; 1117, **Pak 40 Bunker No. 2**, featuring nine ceramic and five resin parts, \$19.95; 5012, **printed French Commercial Signs**, \$8.95; 5013, **printed German Commercial Signs**, \$8.95; 6013, **Cobblestone Street Section**, a slab of 7-3/4" x 6-3/4" resin, \$10.95; 6014, **Cobblestone Sidewalk Elements**, four pieces, \$12.95; 6015, **European Concrete Fence**, 18 resin pieces, \$12.95; 6016, **European Kiosk (Large)**, a resin column with ornamental top for pasting billboards, handbills, and posters, \$12.95; 6017, **European Kiosk (Small)**, a smaller variant, \$10.95; 6018, **Machine Shop Equipment**, featuring a workbench, lathe, drill press, filing cabinet, sawhorse, toolbox, and tools, \$16.95; and 6019, **Military Provisions WWII**, featuring eight assorted wicker containers with veggies, plus a sack of spuds, \$13.95. February brings 1118, **Shop Interior/Archway Ruin**, eight ceramic and two resin parts, \$19.95; 6020, **Musical**

Instruments, which includes an upright piano with bench, accordion, guitar, and tuba (can you dig it?), \$13.95; 6021, **City Square Fountain**, a large five-piece resin affair to park in the center of your next diorama, \$15.95; and 7001, **Canal Dyke Diorama**, \$39.95. This item is a brown polyfoam base measuring approximately 10" x 7" x 2", with a canal running the length of the base. The dike and a bridge crossing the canal are cast in resin. It's a doozy. For March, look for 1119, **German Gasthof Part 1**, 11 ceramic and 29 resin parts, and 1120, **German Gasthof Part 2**, eight ceramic and 33 resin parts, at \$39.95 each; 5019, **printed Normandy Road Signs**, \$5.95; 5020, **printed German/Allied Road Signs**, \$5.95; 6022, **resin European Gas Pump 1940s**, an ornate multi-piece accessory, \$13.95; and 6023, **Office Furniture**, featuring three large and two small filing cabinets, plus a desk and typewriter, \$17.95.

Cutting Edge

Two new items from this new company (new to us, anyway). The first is **Pz Kpfw III/StuG III Return Rollers**, six resin replacements for the





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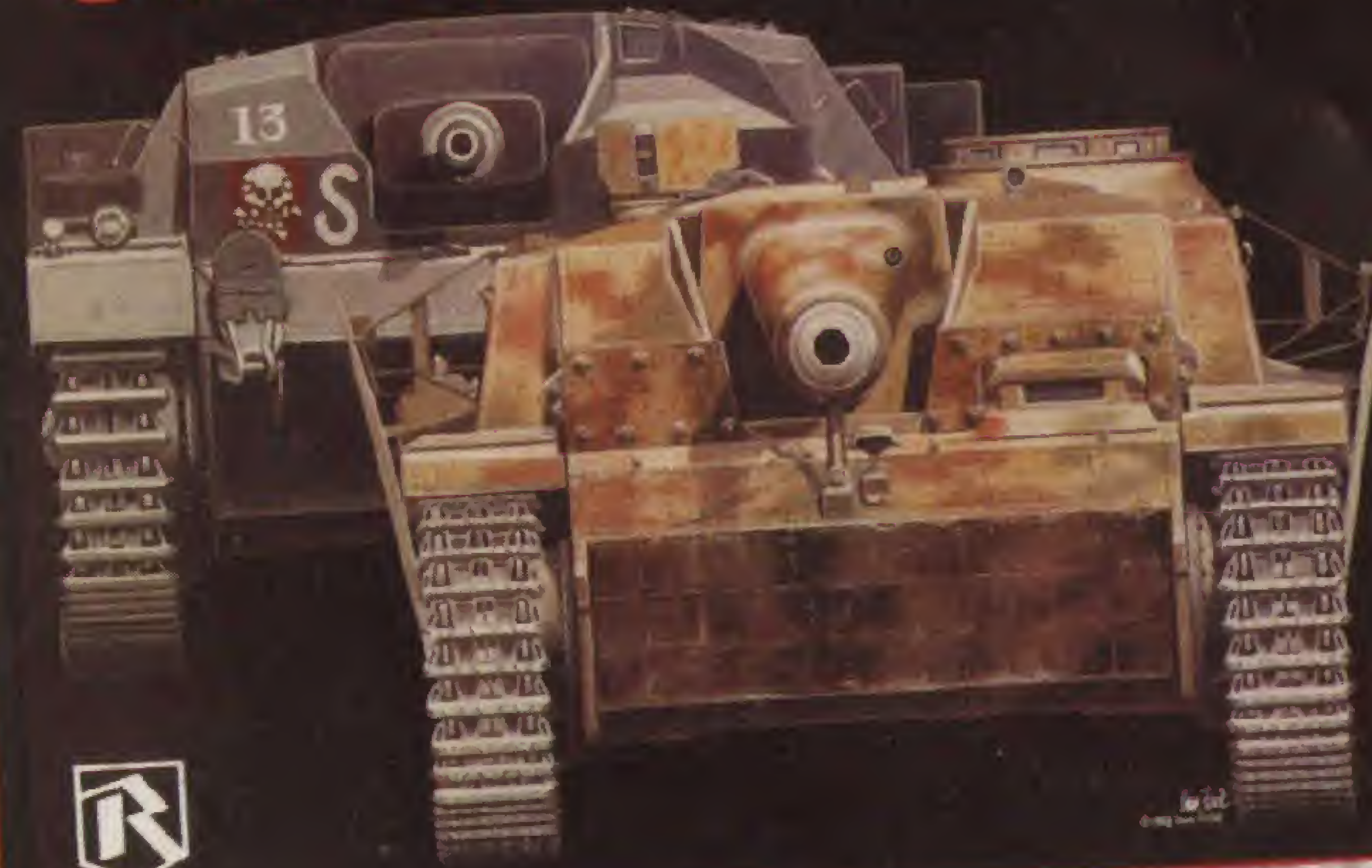
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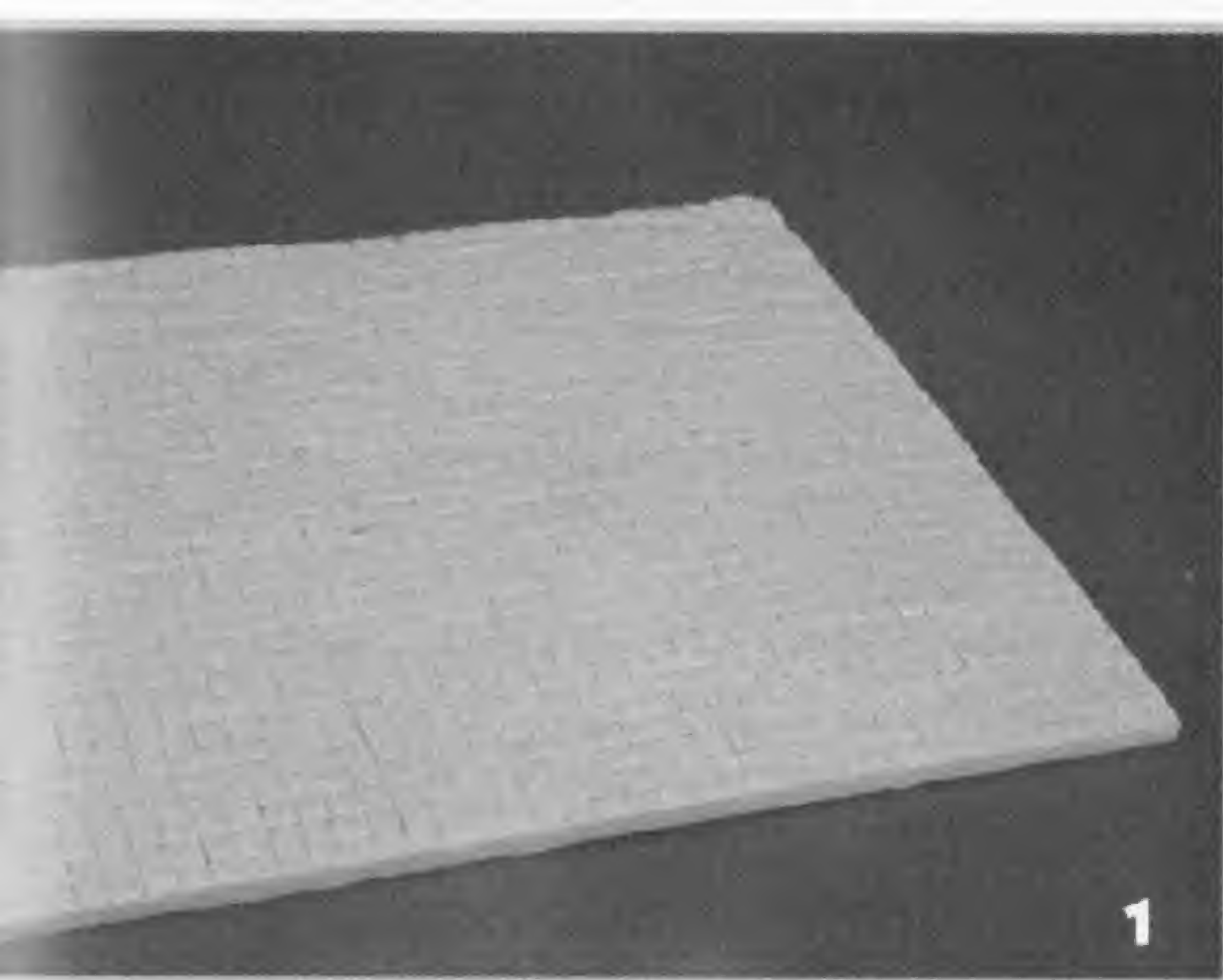
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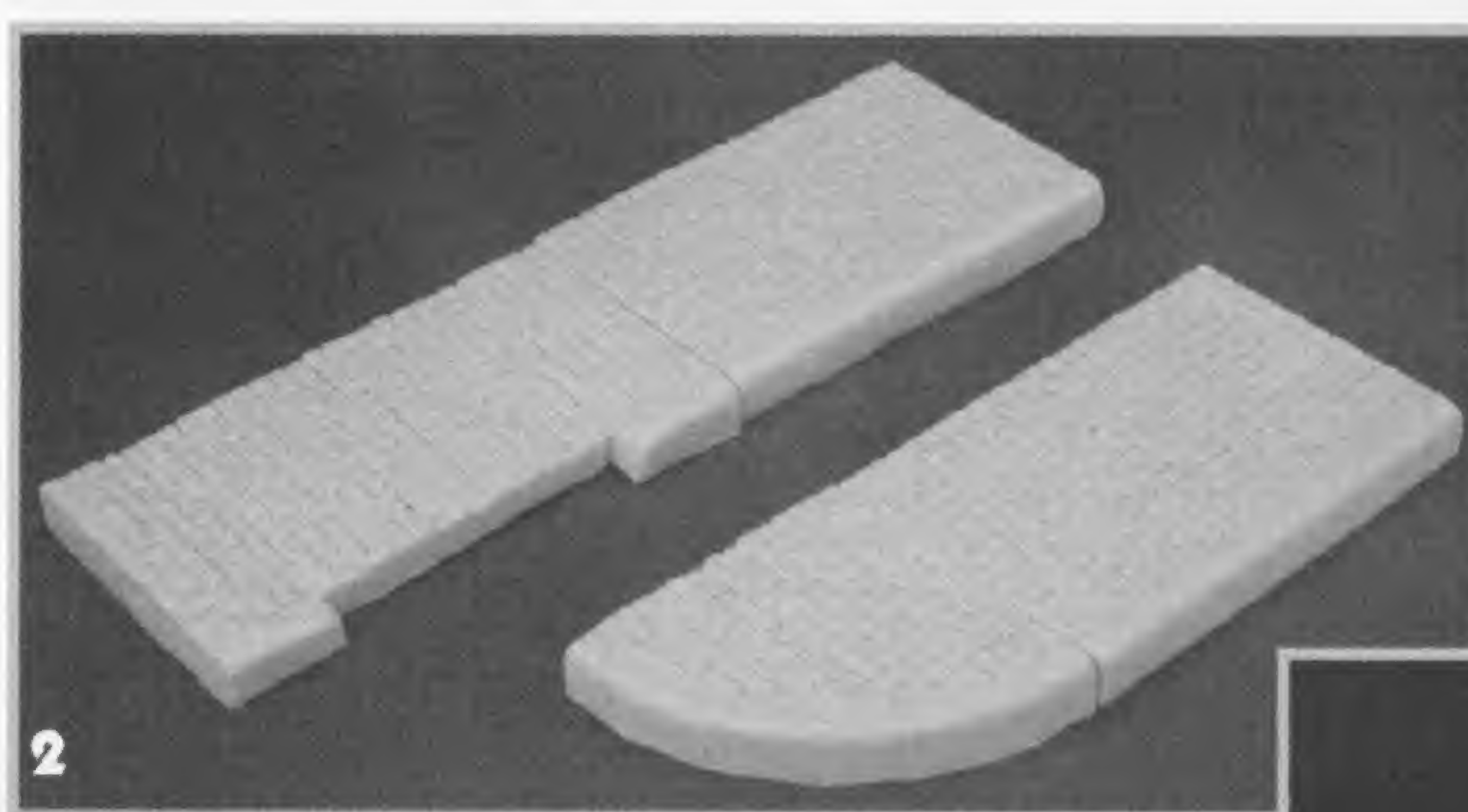


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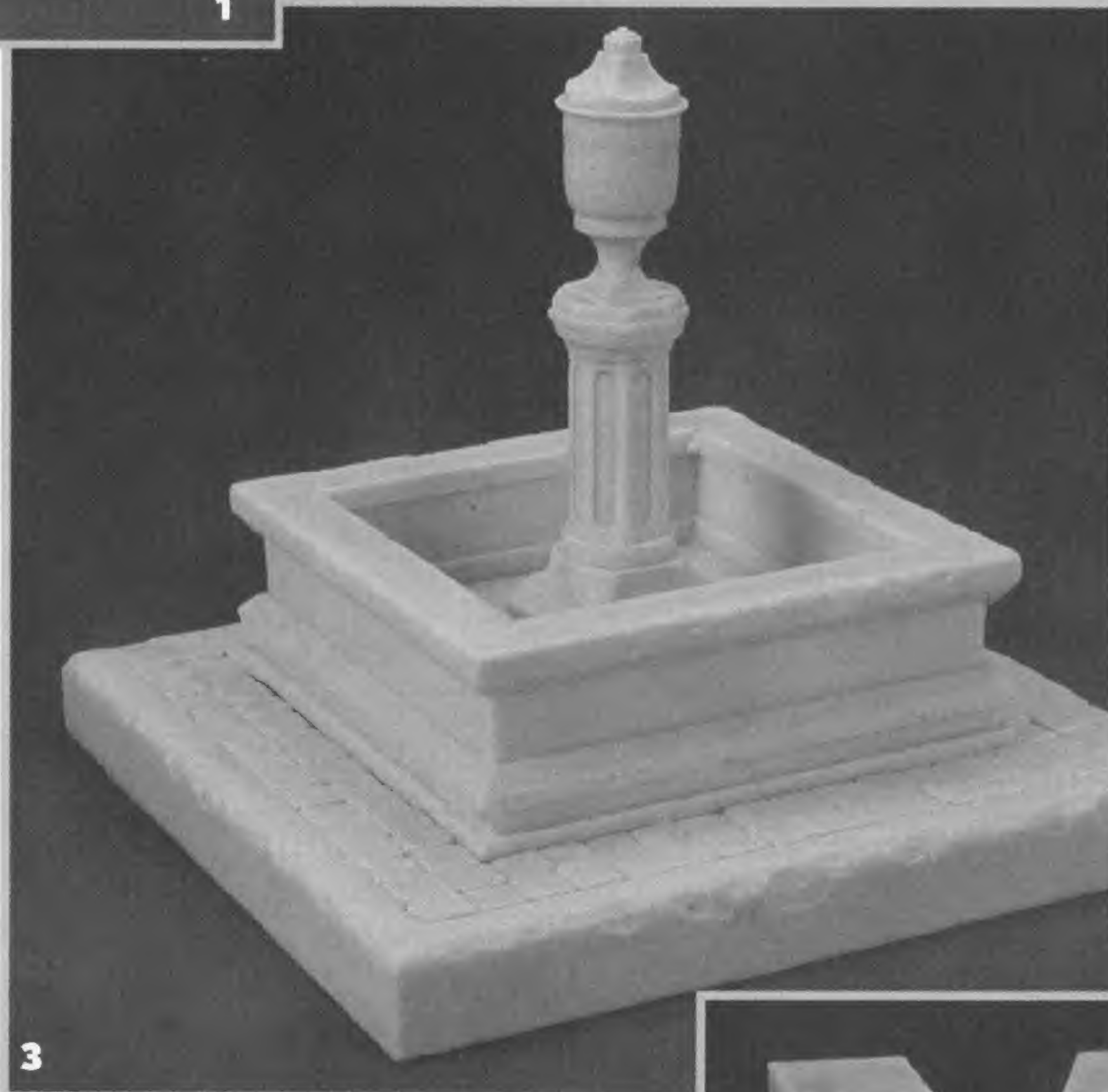


1

1. The Cobblestone Street section from Custom Dioramics.
2. Cobblestone sidewalks section to go along with.
3. The impressive Custom Dioramics City Square Fountain.
4. European Kiosk, small from Custom Dioramics.
5. European Kiosk, large.
6. Office Furniture, also from Custom Dioramics.



2



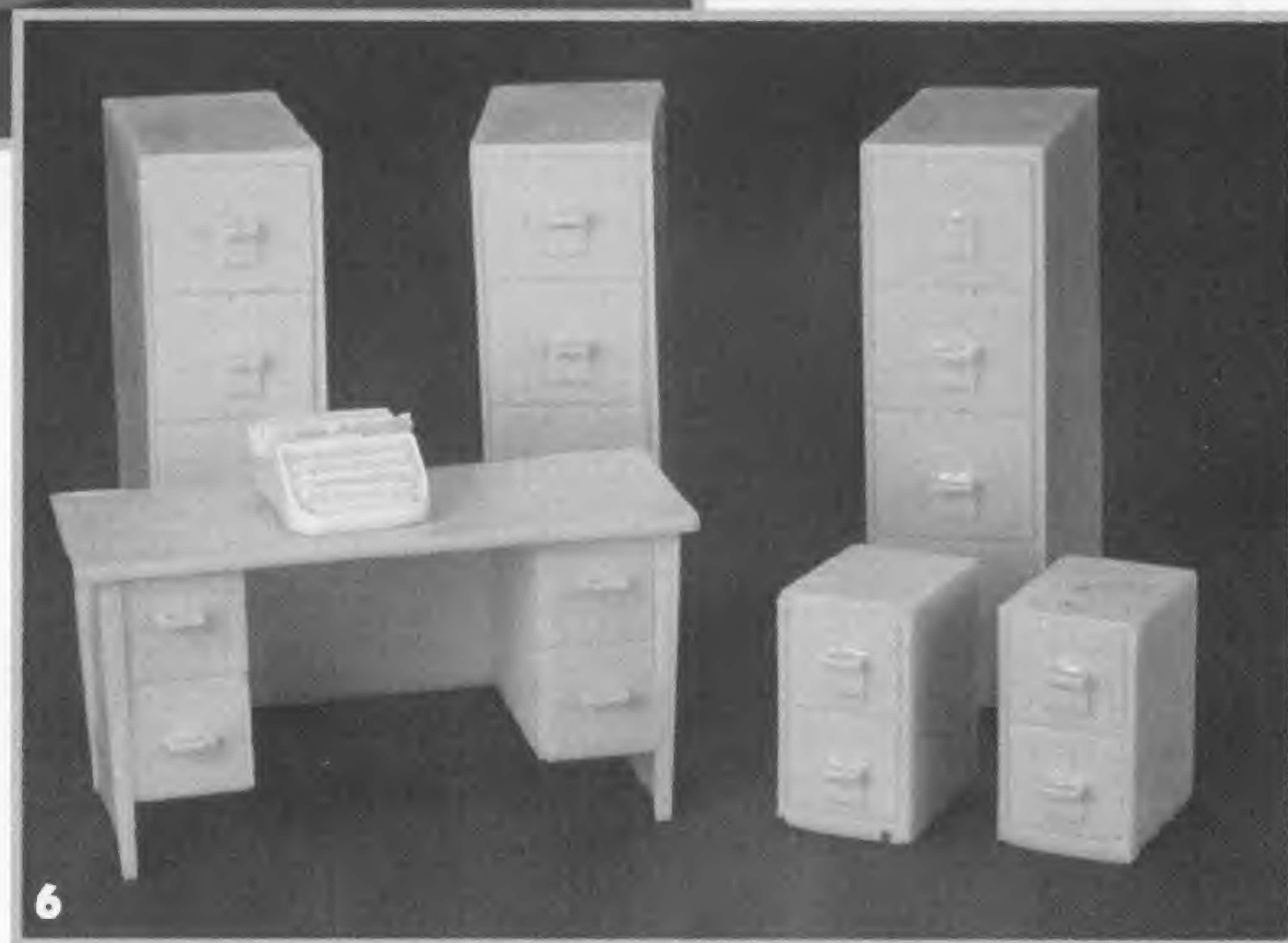
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5



6

DML family of kits, all for a mere \$5.99. The second item is **Pz Kpfw III Klapp Mantlet**, two resin replacements parts for use with the Rubio barrel on the DML kits, \$4.95.

For information on these items and all future releases contact Cutting Edge Modelworks, P.O. Box 3956, Merrifield, VA 22116, or take a peek at their web site at www.meteor.com

Eduard

The latest Eduard Express Masks in 1/35 scale are as follows. XT028, **IS-2m Tactical Markings**, \$5.99; XT029, **German Divisional Insignia 1940-45**, \$19.99; XT033, **Sturmgeschütz Divisional Symbols, 1940-45**, \$14.99; and XT035, a large sheet for

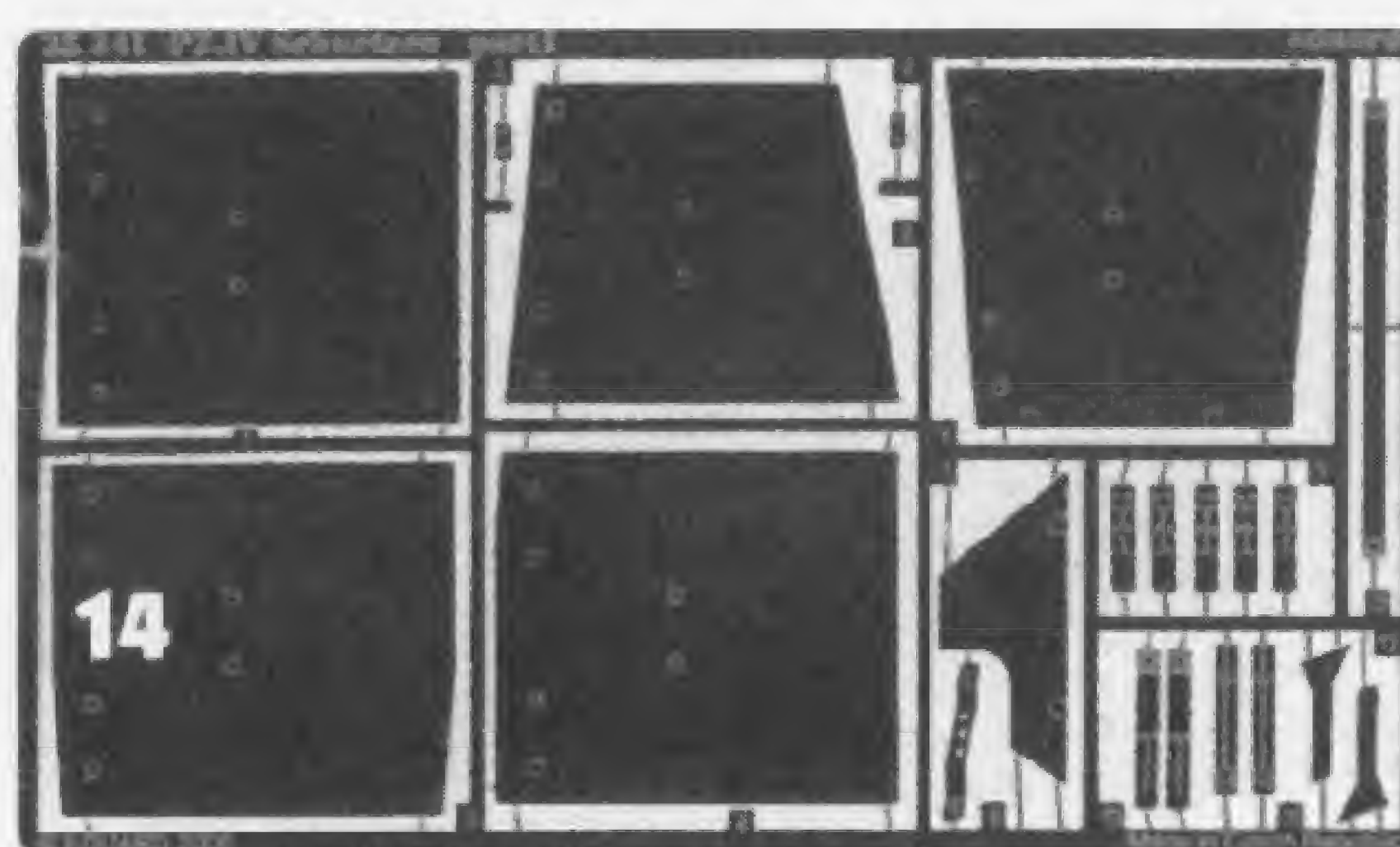
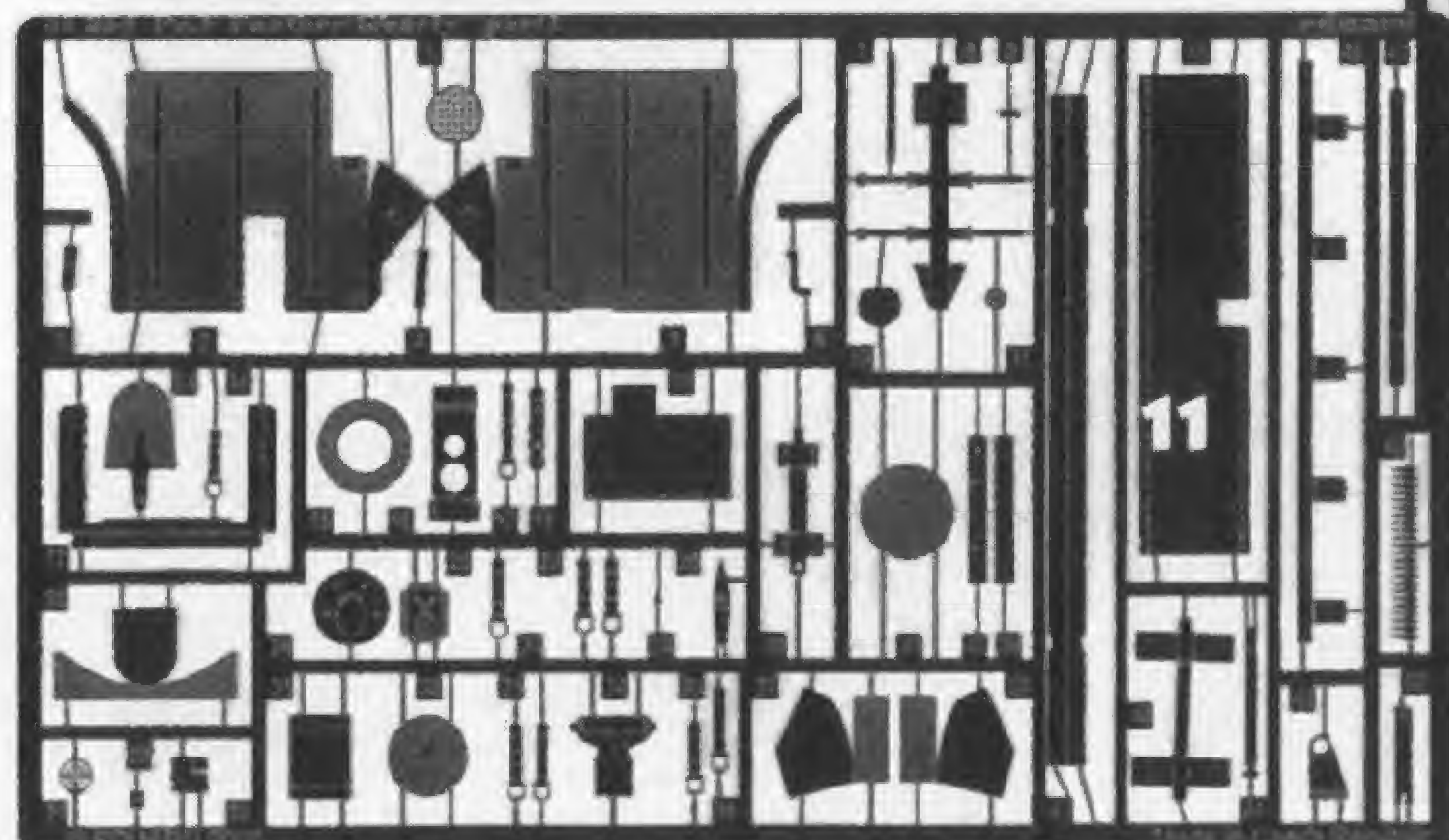
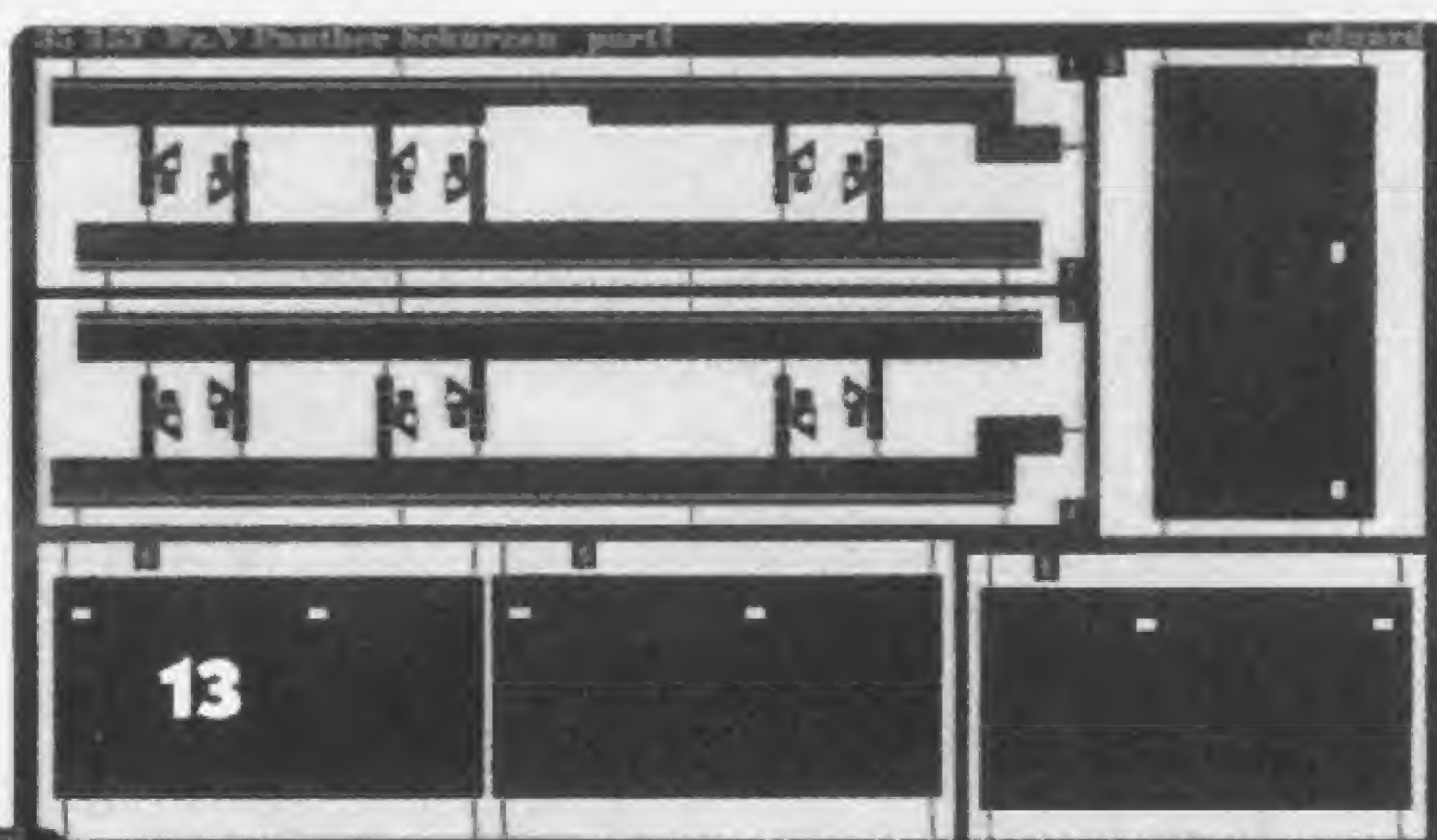
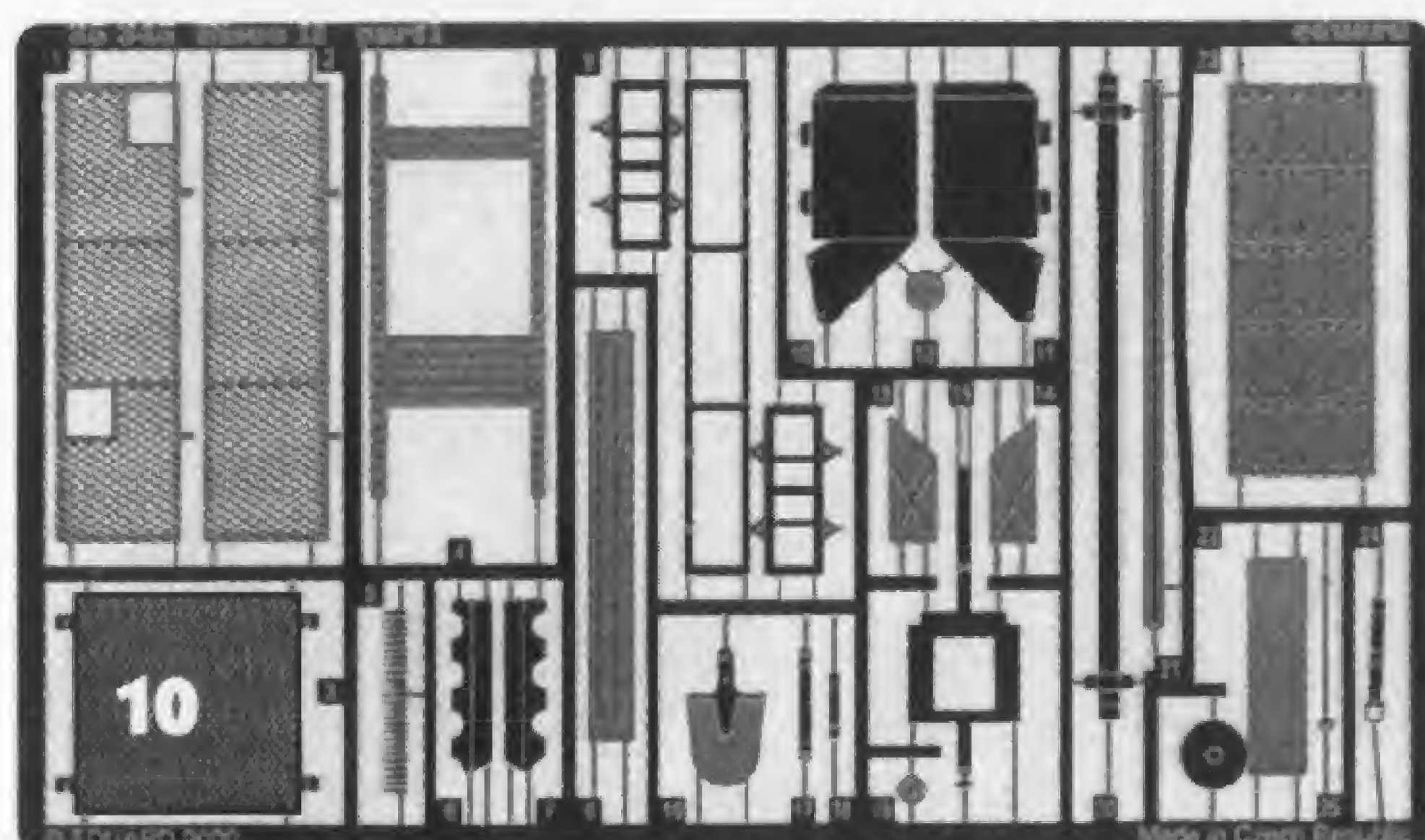
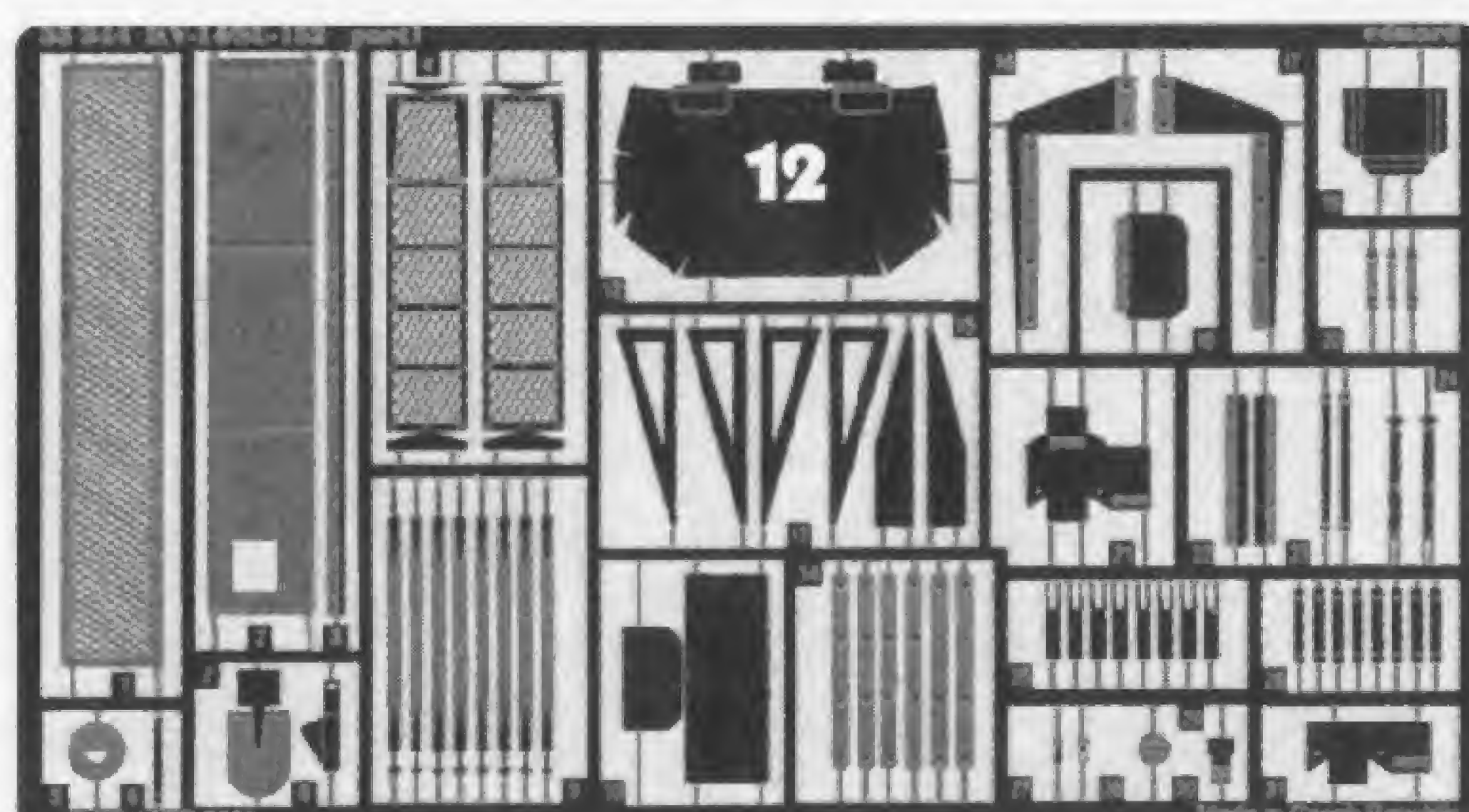
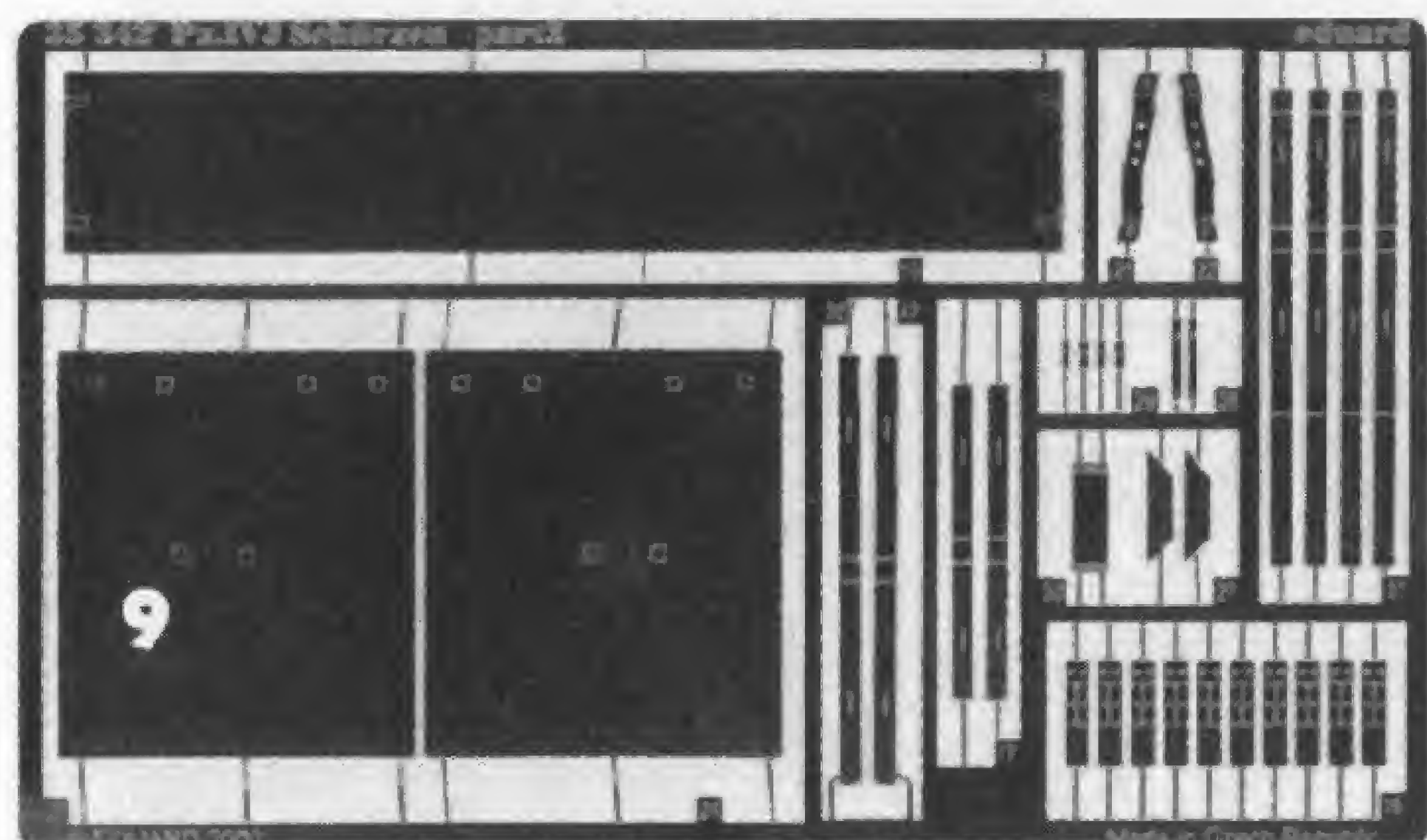
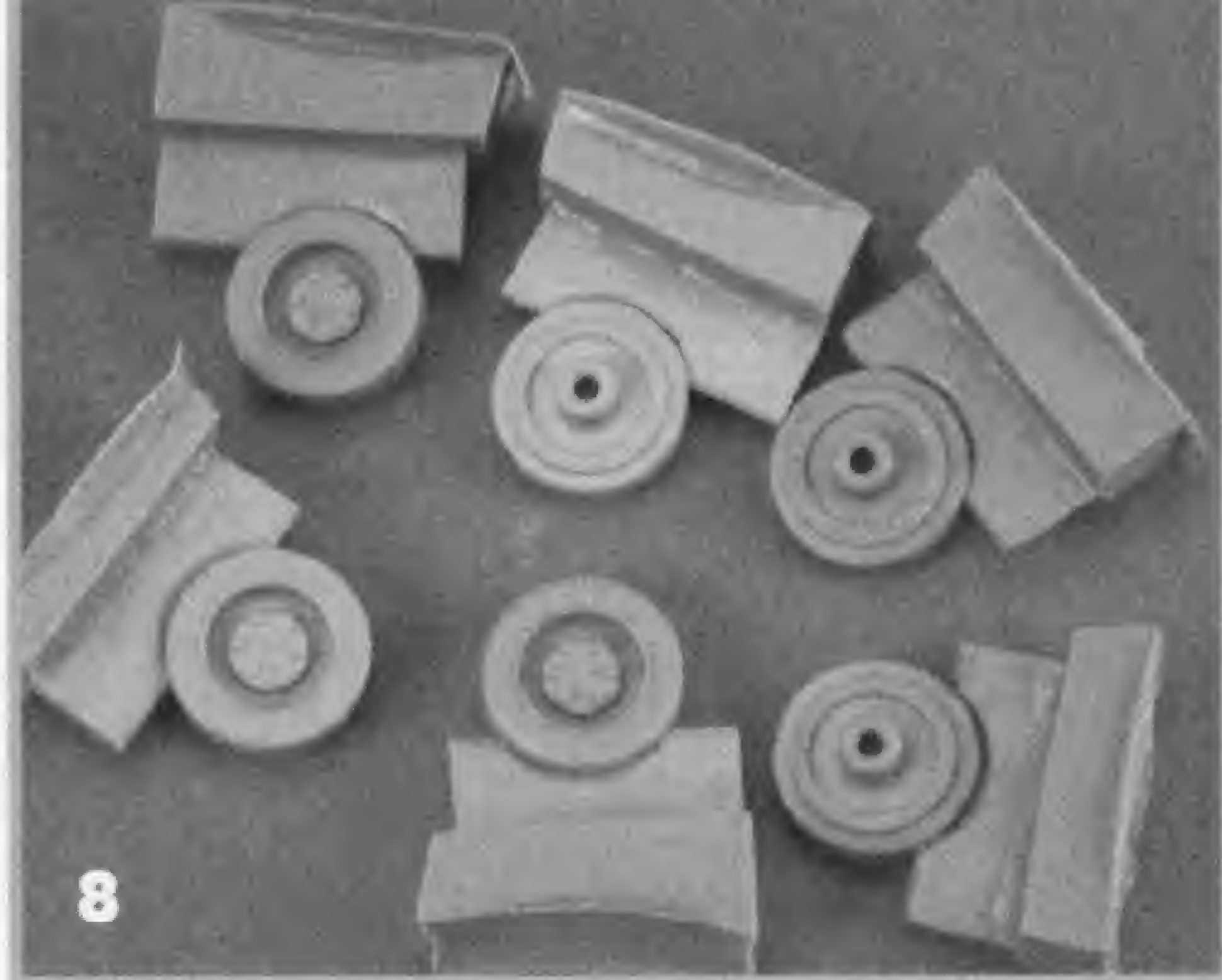
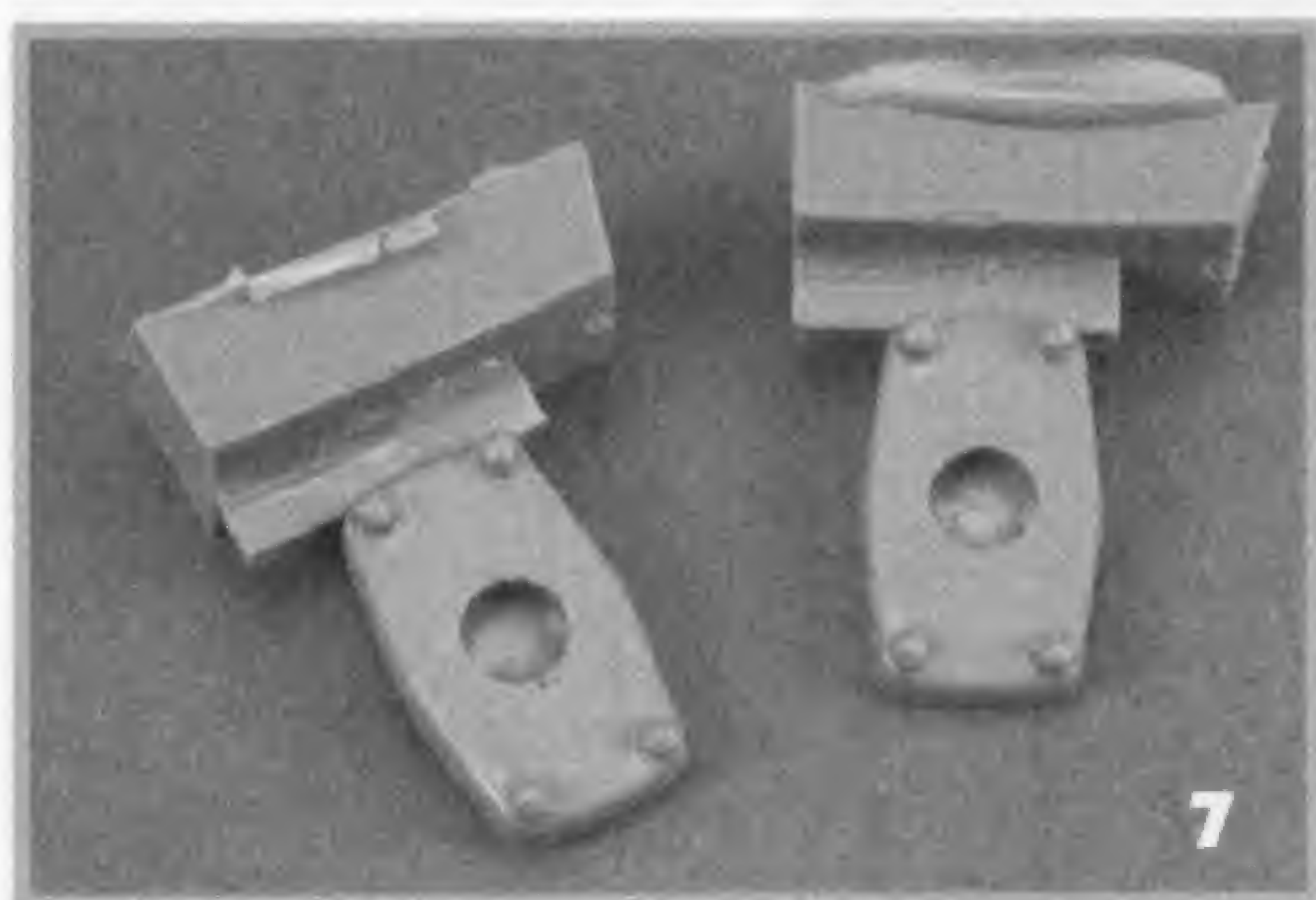
masking FAMO Wheels, \$5.99. You'll notice that a couple of these carry a much higher price tag than the norm; well, that's because Eduard has, once again, stepped up to the plate and blown our socks off. They're going to change the way we model, because these sets include incredible photo-etch stencils of unit symbols. There are 57 individual etched masks in 029, and 46 in 033. You'll also find a sheet of masking strips to hold the etch parts in place while you airbrush the stencils. We wept openly and unashamedly.

Also rockin' is their photo-etched detail set department. Let's catch up, shall we? 35341, **Pz.IV Schürzen**, which is the side skirts and rails for the Italeri Pz.IV, \$22.99; 35342, **Pz.IV J Schürzen**, ditto for the Tamiya Pz.IV (at last!), \$22.99; 35344, **KV-14/SU-152**, detail set for the Eastern Express kit, \$19.99; 35345, **Bison II**, detail set for the Alan kit, \$22.99; 35353, **Pz.V Panther Schürzen**, side skirts for the Tamiya kits, \$19.99; and 35354, **Pz.V Panther G/Early**, detail set for the Tamiya kit, \$22.99. A few new sets have just been announced, including Eduard's commitment to 'go back and

make 'em better'. Watch for 35343, **Hetzer**, detail set for the Italeri kit, \$22.99; 35348, **Demag with Nebelwerfer**, detail set for the Italeri kit, \$19.99; 35350, **Pz.II F/G**, detail set for the Tamiya kit, \$19.99; 35351, **M4 Sherman**, detail set for the Tamiya kit, \$19.99; and 35359, **T-34/76 Model 1943/ChTZ**, detail set for the Tamiya kit, \$19.99.

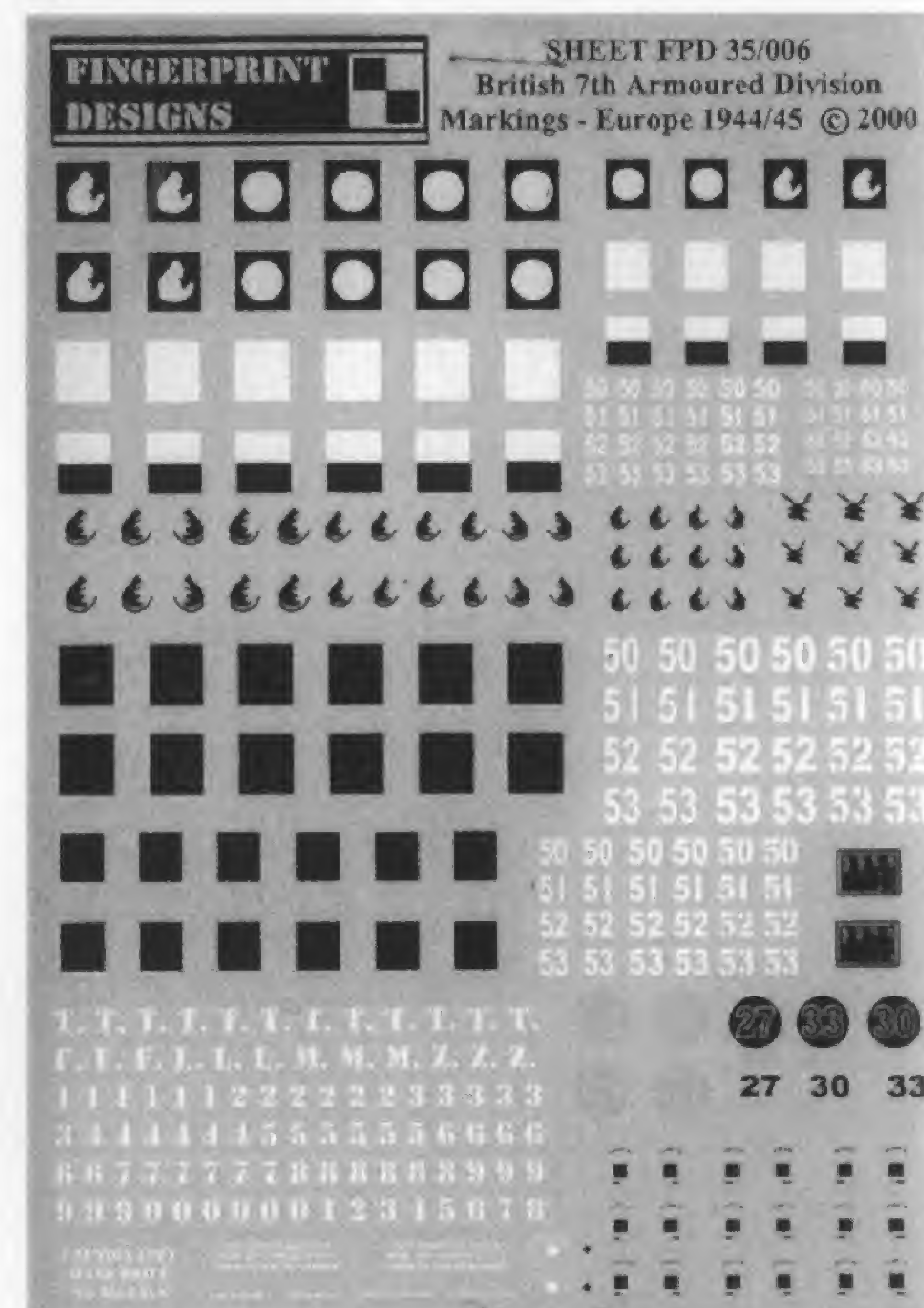
Fingerprint Designs

This company in England is cranking out some pretty impressive decal sheets. Here are the four latest, just the ticket for your British kits. 35/006, **British 7th A.D., 1944/45—1/35**, includes 7th



7. Cutting Edge's Pz Kpfw III/StuG III Return Rollers.
8. The Pz Kpfw III Klapp Mantlet from Cutting Edge.
9. Eduard's Pz IV J Schürzen, for the Tamiya Pz IV.
10. The Bison II, detail set for the Alan kit from Eduard.
11. Eduard's Pz V Panther G/Early, detail set for the Tamiya kit, \$22.99.
12. KV-14/SU-152, for the Eastern Express kit for Eduard.
13. Eduard's Pz V Panther Schürzen, side skirts for the Tamiya kits.
14. Pz IV Schürzen, side skirts and rails for the Italeri Pz IV from Eduard.
15. Fingerprint Designs' British 7th A.D., 1944/45—1/35 markings.
16. The British 11th A.D., 1944/45—1/35 scale decal sheet from Fingerprint Designs.

15



Armoured Division signs in four variants, plus the stags head of 22nd Armoured Brigade, arm of service markings for armored units, shipping labels, bridging signs, stencil-style serial numbers, anti-freeze warnings, uniform shoulder flashes, and more. 35/007, **British 11th A.D., 1944/45—1/35**, has 11th Armoured Division signs, arm of service markings for artillery units, plus battery signs, solid-style serial numbers, shipping labels, bridge signs, army/corps white bars, uniform shoulder flashes, and more. 35/008, **British Guards A.D., 1944/45—1/35**, has Guards Armoured Division signs, arm of service markings for HQ and support units, serial numbers, shipping labels, bridge signs, MP signs, Red Crosses, uniform shoulder flashes, and more. 76/009, **British Armoured Divisions, 1944/45—1/76**, has small scale versions of the above combined on one sheet, minus the shoulder flashes. Fingerprint Designs are available in the U.S. from M&Models in Illinois.

Italeri

Italeri announced two new armor items at this year's Nuremberg Toy Fair. The first is the **LVT (A)-1**. This is the Amtrak with the 37mm turret on the top and it's a natural follow-up to their LVT-4. The kit number is 384.

Also up is another permutation of the Crusader. This is the **Crusader Mk I/II** and this is the version with the small MG turret in the forward area of the hull. This will be cool to have around, as this version of the kit has not yet been available in plastic. Look for kit number 385.

Retail prices and exact release dates are still to be announced. We'll keep you up to date as new information it becomes available.

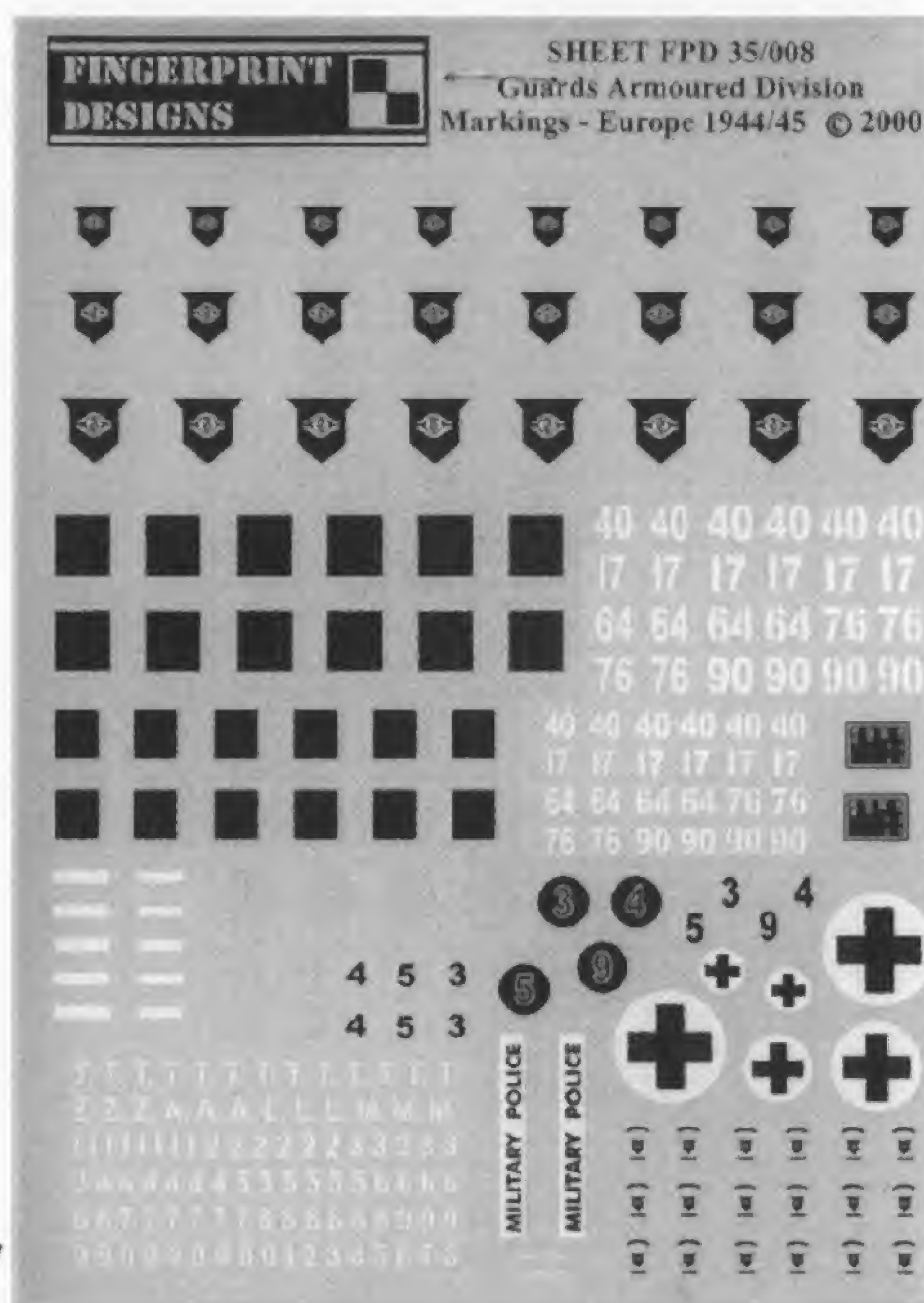
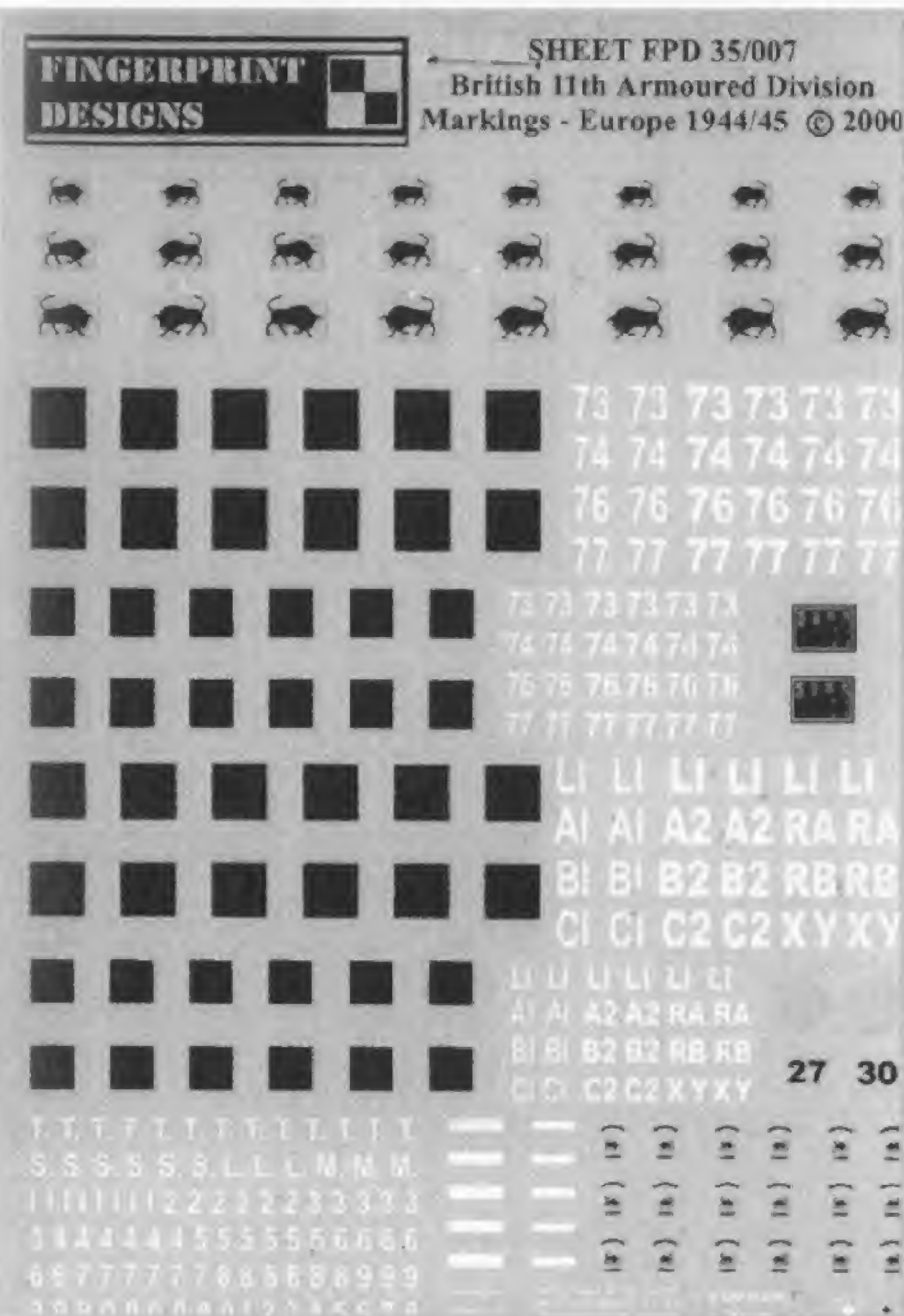
Jaguar

You know how we're always singing the praises of the Jag-O-Rama bases (our term) in Mini-Men? (Isn't it amazing how we shamelessly take credit?) Well, Jaguar heard our cries and has released a series of resin figure bases to help you create spiffy little one-to-four 1/35 figure vignettes. 63530, **Base With Well**, is a multi-piece covered well with base. The design and fit of the well is superb. 63531, **Base With Doorway With German Tunic**, has a two-part wall, plus a door with a generic jacket hanging on. Boxes and planks are cast to the base. 63532, **Base With Wall With German Jacket**, features a cutaway of a round curb with separate stone wall and heavily festooned road sign with a tanker tunic. 63533, **Base With Muddy Road**, is a one-piece casting with a slice o'road and an embankment. 63534, **Base With Stump & Post With**

German Greatcoat, is just that. The tall stump and post with coat are separate. The hanging greatcoat alone makes it a bargain. Each base retails for \$9.98. Also from Jaguar comes 63527, **European Fountain with Modular Center Column**, five pieces of resin which measures 8" high when assembled. It also includes one of Jaguar's famous clear resin water inserts, and retails for \$13.98.

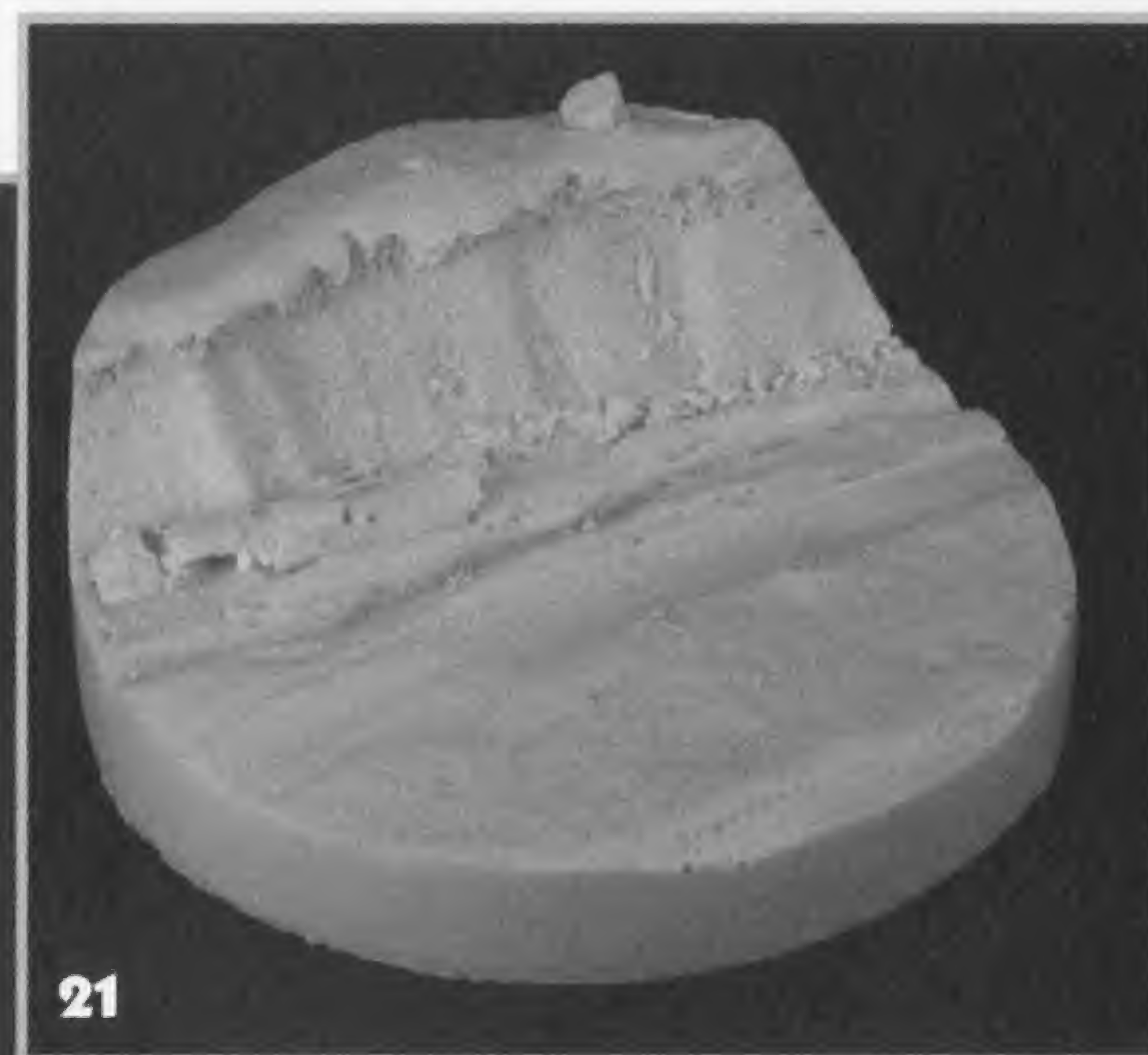
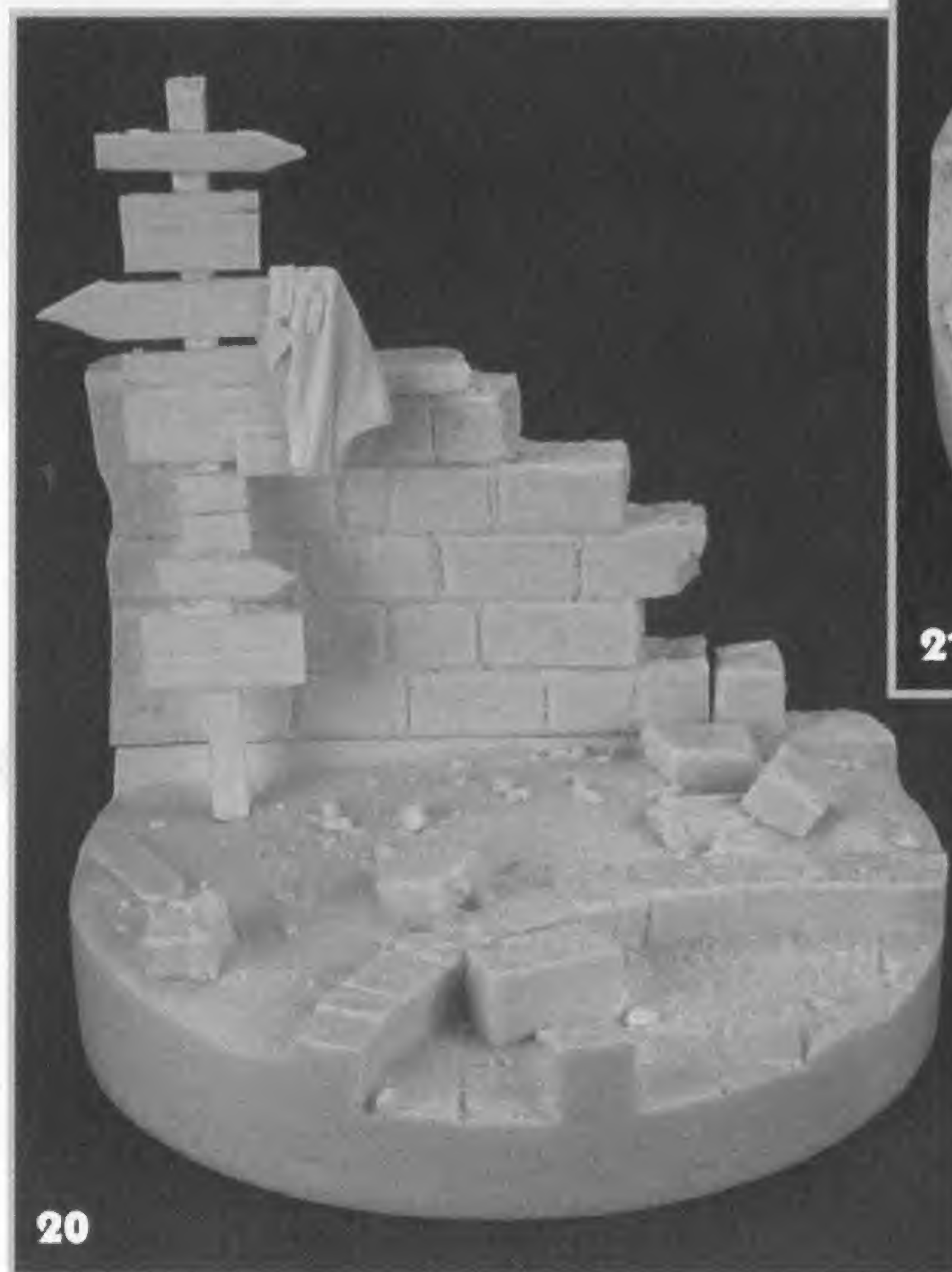
Model Victoria

These guys from Italy are new to the pages of MMR, and right out of the gate we're impressed. To start the line, they're focusing on (interestingly enough) WWII Italian subjects. Prepare to hear a lot about Model Victoria, because they darn near knocked us out of our chairs. 4033, **Italian M13/40 Tank Upgrade Set**, is a heapin' helpin' of fantastic resin parts to doll up the Italeri/Zvezda kit, including engine deck parts, tools, gun, and stowage. There's also a fine fret of photo-etched featuring grills, embossed license plates, and more. Retail is set at \$37.95. 4034 is **Tracks for Italian "M" Series Tanks**, individual resin links that left us all a-quiver. You can snag these for \$17.95. Also available is 4035, **Italian "Mototriciclo" Benelli M36**, a tricycle motorcycle. This thing is just this side of amazing, with tons of resin parts, photo-etch and a one-piece rider figure. It's a sweet deal and well



16

17. Fingerprint's British Guards A.D., 1944/45 sheet.
 18. Jaguar's European Fountain with Modular Center Column
 19. Base with Doorway with German Tunic from Jaguar.
 20. Jaguar's Base with Wall with German Jacket.
 21. Base with Muddy Road from Jaguar.
 22. Jaguar's Base with Well.



worth the \$49.95.

Model Victoria products can be found through their U.S. importer, Chesapeake Model Designs.

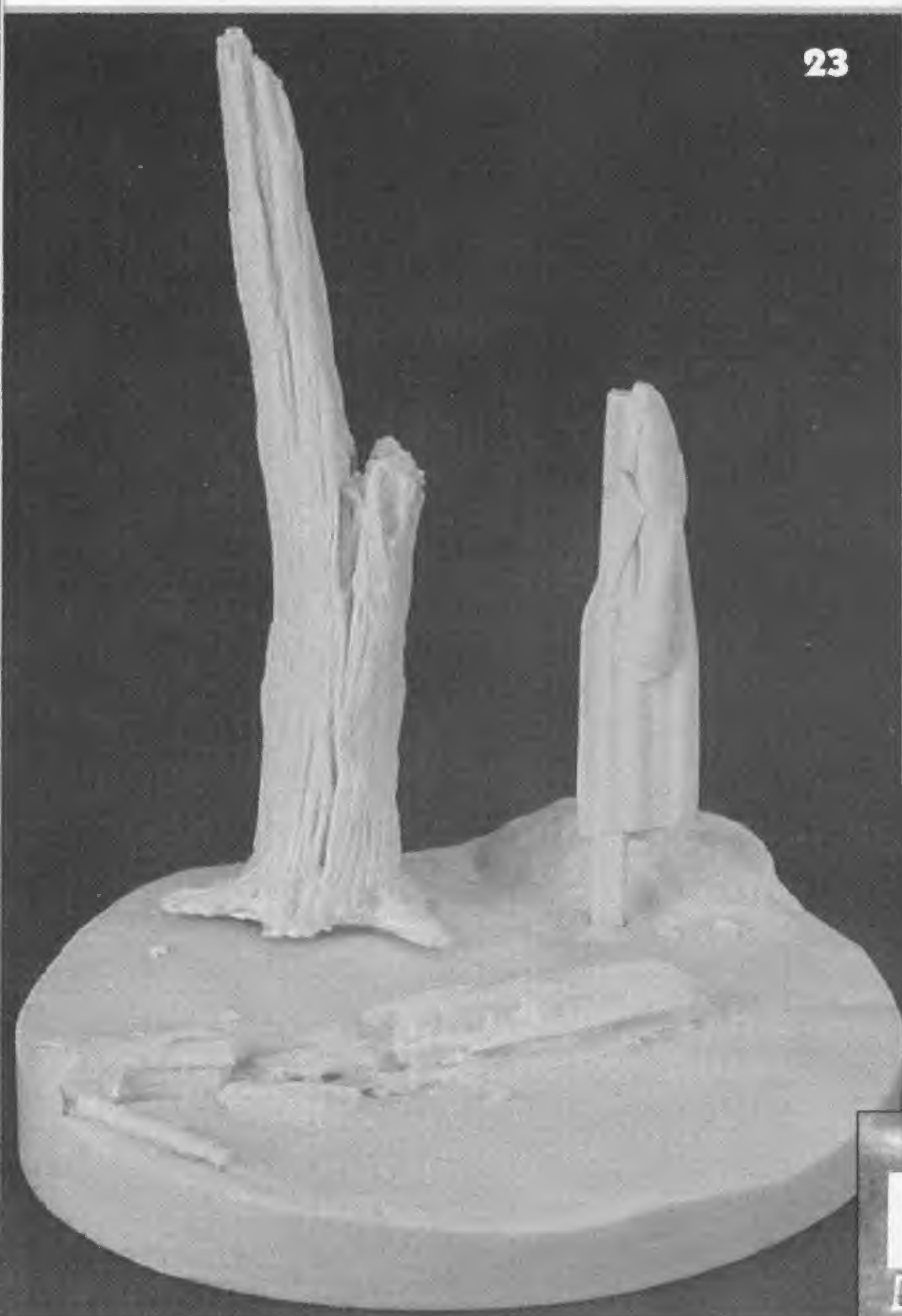
Revell of Germany

We don't get much from these guys and any information we do get is usually from an importer. The following dope was gleaned from general Nuremberg news over the Internet and beyond.

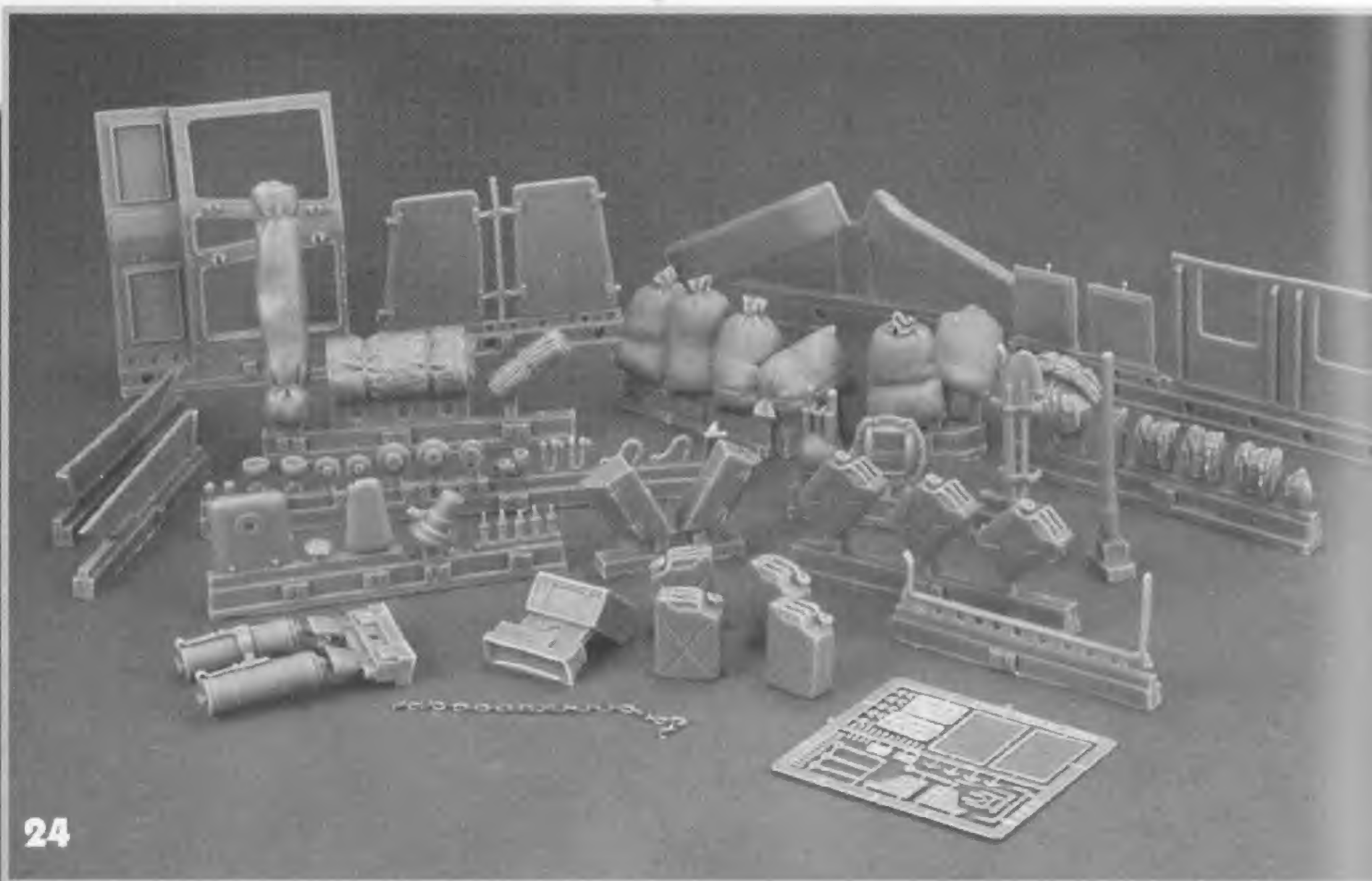
Revell of Germany will be releasing a series of 1/35th scale trucks used by the Bundeswehr throughout the last twenty years. These are the MAN 'N' series of trucks. There are three announced and they are the Lkw 5t gl (4x4); the Lkw 7t gl (6x6) and the Lkw 10t gl (8x8). The

trucks are square cab-over type designs and they are all very similar to one another. They share many common components and, therefore, make natural multiple model subjects. Each of the trucks has several roles, from missile launchers to bridging trucks to prime movers. The after market guys should have a field day.

As soon as we know who will be bringing the trucks in and other relevant information, you'll see it right here.

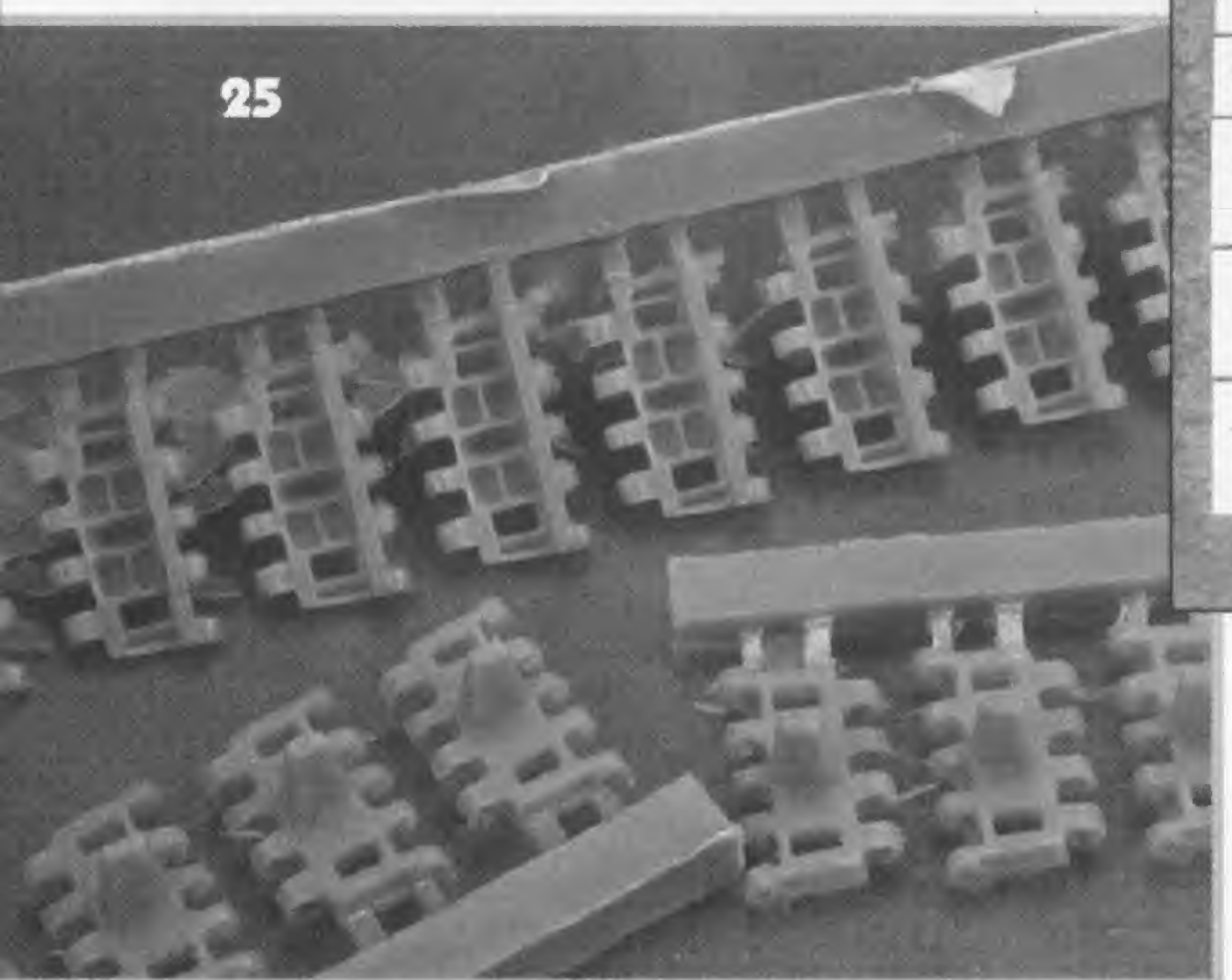


23



24

23. Base With Stump & Post With German Greatcoat from Jaguar.
 24. Model Victoria's Italian M13/40 Tank Upgrade Set
 25. Tracks for Italian "M" Series Tanks, individual resin links from Model Victoria.
 26. SMA's Rub-Downs and Stencils for WW2 USSR Tank Markings.
 27. The Rub-Downs and Stencils for US Army Dodge WC Series Trucks from SMA.
 28. Model Victoria's Italian "Mototriciclo" Benelli M36, a tricycle motorcycle.



25



26



Scale Model Accessories

The SMA guys are always up to something fun in England and here are their latest releases. SMAPO58 is 1/35 **Rub-Downs and Stencils for US Army Dodge WC Series Trucks**, a very healthy sheet brimming with stars, markings, numbers, stencils, and even Patton's signature, all for the Skybow Dodge series. Hoo-ah. SMAPO59 is **Rub-Downs and Stencils for WW2 USSR Tank Markings**, another superb sheet of numbers, stars, and slogans for Ivan's armor. For the more insane among us, they've also released a trio of 1/72 photo-etched grilles for the Revell kits. SSP121 is **Panther Ausf. A/D Grilles**; SSP122 is **Panther Ausf. G Grilles**; and SSP123 is **Tiger Grilles**. U.S. retails are all TBA, but look for them through Squadron Mail Order.

Start Over

We told you about these guys in the previous issue, and the samples arrived after we went to press. We like 'em so much that here they are again. These are miniature metal shields for armor, figure, and diorama bases, standing about 2" high x 2-1/4" wide. Each retails for \$4.95, and they're available exclusively from VLS. They are: SS00, **SS Shield with Sieg Runes**; SS01, **1st SS Panzer Division**; SS02, **2nd SS Panzer Division**; SS03, **3rd SS Panzer Division**; SS05, **5th SS Panzer Division**; SS09, **9th SS Panzer Division**; SS10, **10th SS Panzer Division**; and SS12, **12th SS Panzer Division**. They've also announced a smaller series, measuring 1"x1-1/4", for smaller bases and applications. These will include miniaturized versions of 00, 01, 02, 03, 05, and 12 above.

Tamiya

The t-meisters are always up to something, aren't they? The big news this time around is that they will be doing a **Marder II**. Now, why is this a

based vehicles that this tank destroyer is built on. Does this mean that we'll see a whole slew of these tanks released? No, it doesn't. But the possibility now exists (and it'll give us something to bitch about on the Internet). The new kit is a stunner (see lead image) and, if you're not familiar with the vehicle, this is the version that mounted the Russian 7.62cm gun in a raised superstructure. The model includes two figures in action poses. Interestingly, this creates a little scene based on a well-known photo of a Marder II with Das Reich in 1942.

Even though this was a Nuremberg announcement, we are promised this kit by April. Look for stock number 35248. The price is still to be announced.

Also news in 1/35th scale is a smashing **German Field Kitchen Scenery** set. Given the enormous popularity of their original Field Kitchen and "German Soldier at Rest," this is nearly as newsworthy as the Marder! The set is composed of the original field kitchen, minus the horseys, but including four new figures (two serving and two eating), plus tons of extra gear and food items. This

surprise, you ask? Because they have never even hinted at doing any of the 38t

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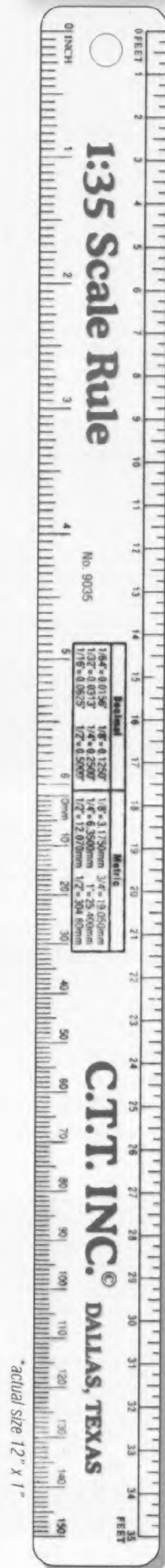
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actual size 12" x 1"

28

29. The one-piece rider figure from the tricycle.
30. Two of the metal shields from Start Over (SS01 & SS03).



is going to be a very useful set and we're sure many of those items will find their way into dioramas. If you own a hobby shop, make sure to have plenty of these babies on hand! Look for stock number 35247 in April. Price to be announced.

If you are an Internet junkie, you are probably already familiar with the new 1/16th scale RC **Kübelwagen** from Tamiya. This has previously only been available in Japan. It is scheduled for release in the states in April as a static model. In its static incarnation it will be outfitted as an **Afrika Korps vehicle** and will sport the larger, balloon tires. A cool new figure is also on board and he is appropriately decked out for his job. This should be another hot item. Look for item 36202 and a price that is still to be announced.

Another version of the **later Tiger I** is also slated for April. This is listed as Tiger I Late version w/Ace Commander and Crew. The stock number is 89566 and we are curious to know if this is a realignment of their earlier 89626, which also featured a new crew in the original 1988 Tiger I E kit. Price on

this is also TBA.

In the golden-oldie department, we have the following re releases. 35004, **U.S. Army tank Crew**; 35010, **German Army Officers** and 35019, **German Army Tank Crew**. Truly a trip down memory lane! Each of the sets is priced at \$5.50. Remember 35141, the **U.S. Modern Accessory Set**? This guy was handy to have around. It'll be back out in March, but the price is still TBA.

Somewhat "bigger" news in re releases is the announcement of the original **1/25th scale Russian T-34/85** model. This will be presented as a static model (remember the original was





31

31. Tamiya's awesome Field Kitchen Scenery set.
32. The M-109A2 S.P. Howitzer Turret Interior from Warriors.
33. Warrior's M-109A1/A2 S.P. Howitzer Detail and Accessory Set.
34. Wonder Putty from Repliscale (listed under Alchemy Works).

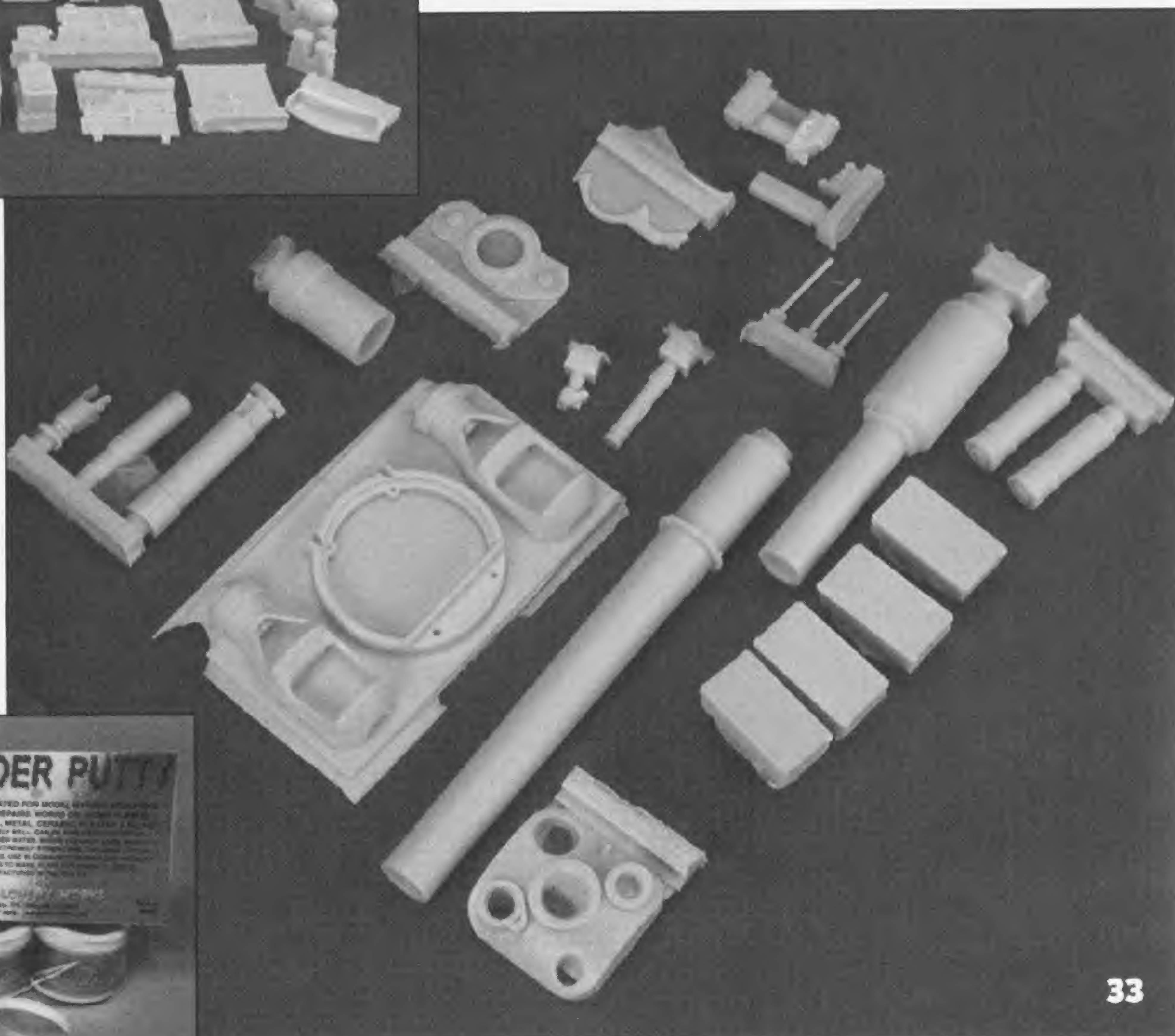


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motorized with that cool stalk controller) and the listed retail is \$73.00. Some recall the kit as pretty tough, but we've seen it recently and it didn't look all that bad to us. Look for this dude in March.

March will bring the following items to Tamiya's excellent and ever-expanding line of modeling tools. 74049, **Basic Drill Set**, \$13.00; 74050 **Fine Pin Vise D (0.1 - 3.2mm)**, \$19.50; 74051, **Fine Pin Vise S (0.1 - 1.0mm)**, \$12.00 and 74519, **Spray Work HG Single Action Air Brush**, \$110.00. And in April look for 87052, **Epoxy Putty**, price TBA.

Got a question about Tamiya stuff? Hop on the web and crank up www.tamiya.com or call 1-800-TAMIYA-A.



33



34

Universal Exports

Here's a brand new figure from a brand new line. These guys from England have forwarded a metal figure of **Major David Stirling, founder of the British SAS**. No part number is provided. The good major is in his duffel coat from the oft

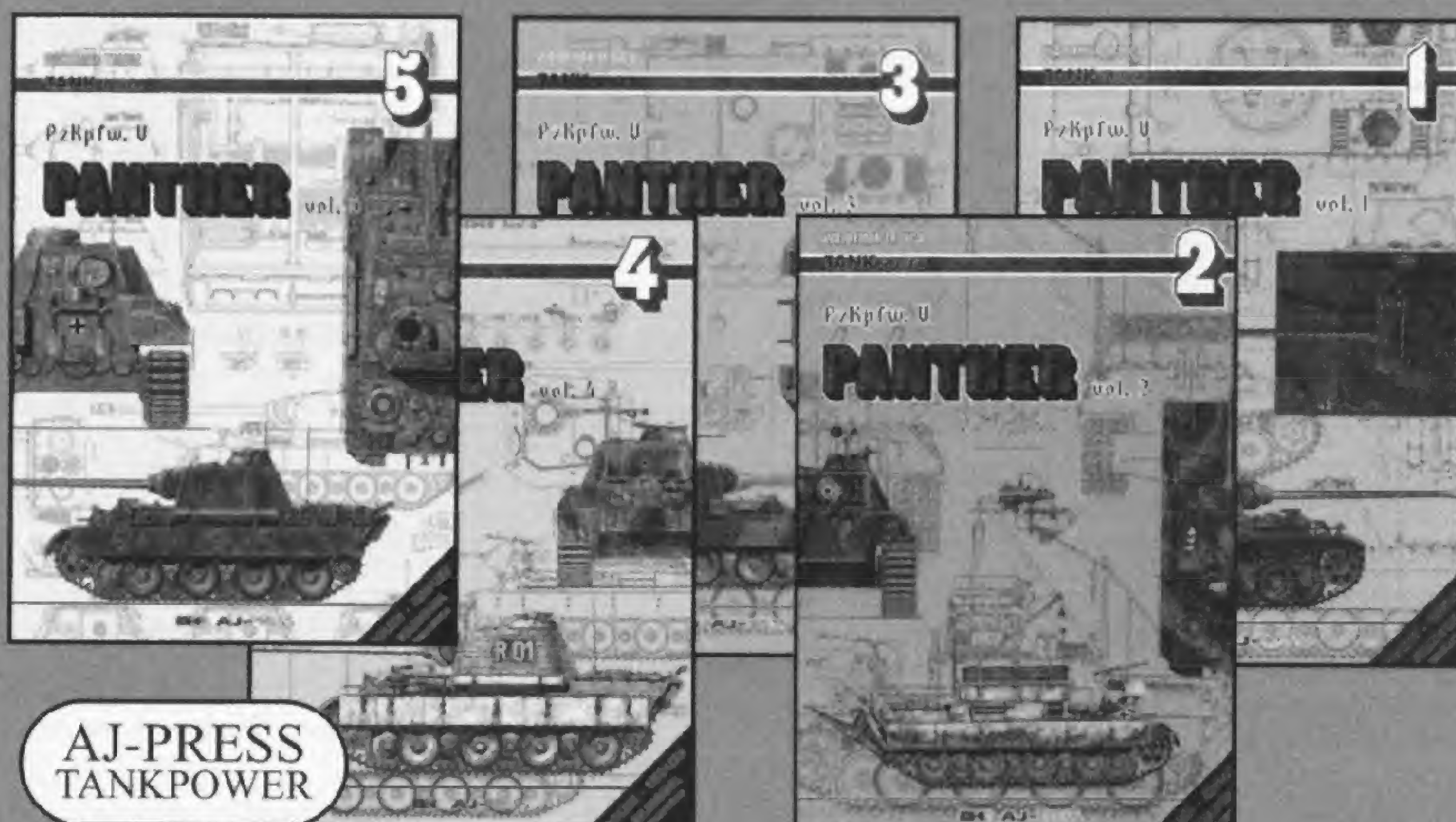
published SAS photo showing Stirling next to a line of SAS jeeps. As best we can recall, this is the first time this important WWII personality has been captured in scale.

Warriors

New from the Mechanized Warriors series is a pair of resin detail sets for the Italeri M109. MW006,

M-109A2 S.P. Howitzer Turret Interior, is formerly from KMC and provides dozens of goodies to dress up the insides. Retail is \$34.95. MW007, **M-109A1/A2 S.P. Howitzer Detail and Accessory Set**, focuses mainly on the gun and breech, and goes for \$19.95. The design on these two dudes is top notch, and is just the ticket to bring new life to the Italeri classic.

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- 4 - Jagdpanther with ABER PE \$18.99
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ILLUSTRATED HISTORY OF 4th PANZER DIVISION



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Sturmgeschütz

by Uwe Feist and Wolfgang Fleischer
Ryton Publications
Hard Cover
261 pages, B&W and color
\$75.00

THIS IS THE LATEST IN A long-running series of books on individual vehicles from Ryton. This title covers the history of the German assault guns used during the Second World War. Uwe Feist is joined this time by noted German armor historian Wolfgang Fleischer and together they have created a terrific package.

The historical coverage of the vehicle is quite thorough and the background and development of the StuG arm is well documented. The hallmark of the Ryton line, the crisp, clear photos, is in strong evidence here. Photos run in chronological order from the short barreled versions on into the long barreled vehicles.

Interspersed throughout the book are Feist's great illustrations, both in color and in B&W (the lead-in pencil drawing of a StuG G is a home run).

About half the book is devoted to covering "the Sturmgeschütz in detail." This is our favorite part and it's packed with detail shots of the StuG. These are a well-executed mixture of museum photos, combat shots and photos of a perfectly restored StuG G. This last section contains many, many full-color shots and most of these are of various interior components. Wow! The book closes with full page plans and specifications for each of the StuG production models.

StuG fanatics, move out!

Hummel

by Robert Johnson
Ryton Publications
Soft Cover
64 pages, B&W and color
\$18.00

BRAND SPANKING NEW from Ryton, this title is the first of a rather extensive series. Ryton has taken a bit of a "right turn" here and departed from their normal hard cover format. The book is presented in landscape format much like their hard cover titles, but it is considerably thinner and considerably cheaper, too!



This 64-page book packs a real reference whollop, with hundreds of in action photos of the Hummel. The selection is an excellent one for the modeler, as it includes dozens of rare factory photos of the Hummel under construction. Did you know that the Hummel was not a Panzer IV SPG? Nope, it was built on its very own, purpose-built chassis, using components of the Panzer III and IV. This is all illustrated for you here with those terrific factory shots. They show the hull on its assembly jig; the factory floor and the workshops where the smaller components of the vehicle were created.

The remaining photos depict the Hummel in just about any setting you could imagine and there is also a highly useful selection of interior photos. Some of these are of the contemporary, restored Hummel located in Germany, but others are genuine combat action.

Kill that twenty in your pocket! Good stuff!

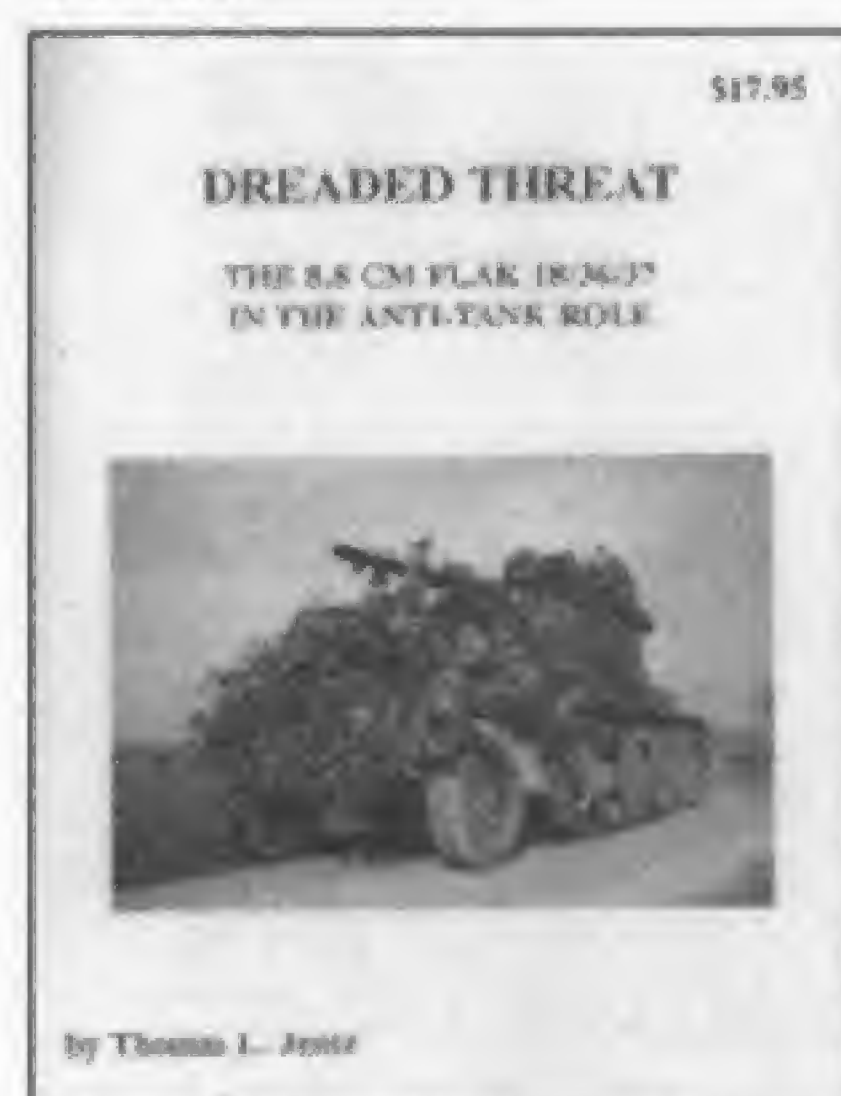
**The Combat History of
Sturmgeschütz-Brigade 276
Assault Gun Fighting on The Eastern Front**
Edited by Heinz Fleischer
J.J. Fedorowicz Publishing
Hard Cover
306 pages, B&W
ISBN: 0-921992-54-1
\$40.00



AND YOU THOUGHT STUG stuff was hard to come by... This is one of Fedorowicz' smaller unit histories in the 6x9 inch format. They have published a whole slew of these little guys and they make terrific references when researching very specific action or individuals. This particular one is a bit set apart from the rest in that it contains more than the usual amount of photos. Just about every one is a combat or operational shot and they are all super interesting. It almost makes us wish it had been one of their large format books.

Very interesting and informative.

**Dreaded Threat
The 8.8cm Flak 18/36/37 in the anti-tank role**
by Thomas L. Jentz
Panzer Tracts
Soft Cover
52 pages, B&W
ISBN: 0-9708407-0-5
\$17.95



THIS IS THE HISTORY OF THE famous "88"—reputed to be the best anti-tank gun in the Second World War. Inspired by war stories, the author dug into the original records to find the facts about the development, employment and ability of the 8.8 cm Flak to knock out tanks.

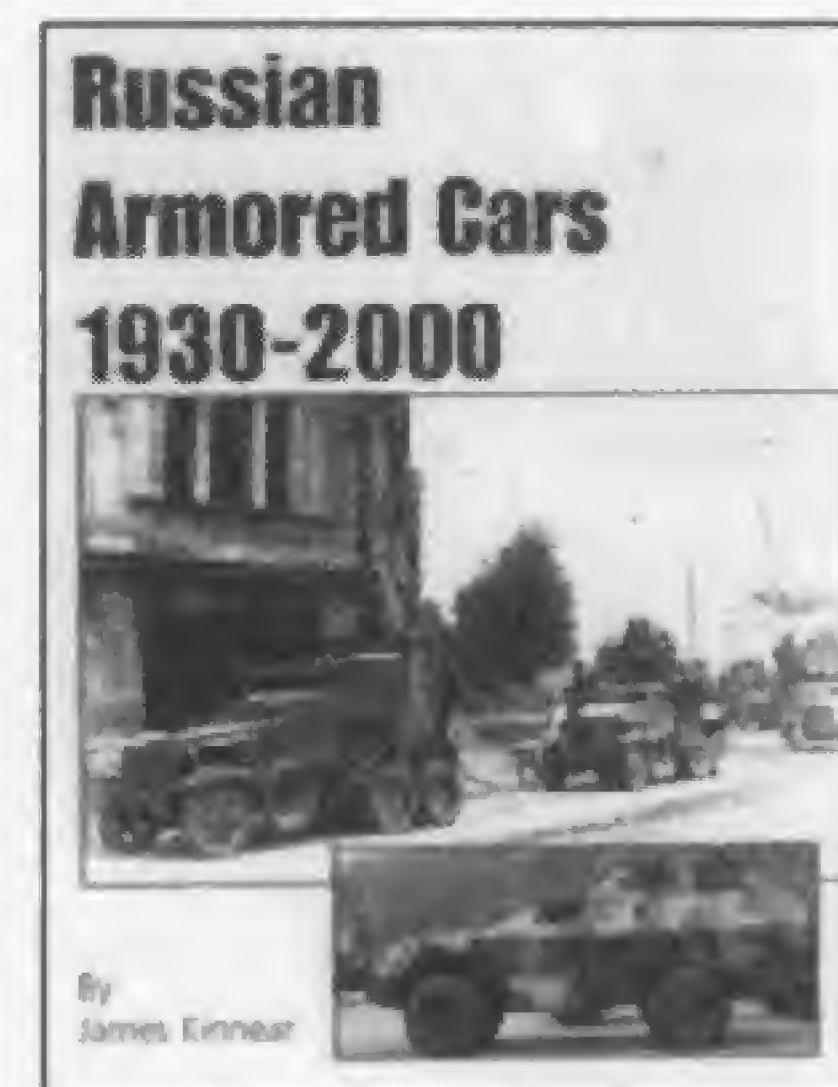
Drawings and photographs illustrate the difference between the various models of the 8.8 cm Flak and interchangeability of the different models of L/56 gun tubes. Details are presented on the two models specifically modified for use in the ground attack role, the self-propelled 8.8 cm Flak 18 Sfl. auf schwere Zugkraftwagen 12t (Sd.Kfz.8) and 8.8 cm Flak 18 auf Sd. Ah.201 towed by an armored 8-ton Zugkraftwagen (Sd.Kfz.7). Translated combat

reports reveal the success of the 88 in France, North Africa and Russia. These same accounts tell the high price paid by the crews for employing a weapon not designed for anti-tank warfare. The book includes 43 photos, 12 drawings, and statistics on armor penetration, accuracy and number of rounds needed to kill tanks.

This book will be a welcome addition to the modeler's book shelf and a great help in converting or enhancing the old Tamiya kit.

Russian Armored Cars 1930-2000

by James Kinnear
Darlington Productions
Hard Cover
36 pages, B&W
ISBN: 1-892848-05-8
\$48.95



YOU KNOW... SOME GUYS ARE absolutely nuts on this subject. We know modelers who do virtually nothing but Russian armored cars. Reference has generally been tough to come by. This book changes all that. It contains a very complete history of all the Russian armored car types from

the very beginning right through the present day.

The selection of photos is excellent, with a mixture of combat, factory and museum shots, many of which will surprise the reader due to their rare nature. We were especially pleased to see the complete range of Second World War cars covered in great detail.

The book follows the development of Russian armored cars throughout the post war years and even if this not your bag, you'll find it interesting reading. This coverage is capped with the very latest in armored car design found in Russia today.

The back end of the book also includes a complete set of stats. Plus a list of existing vehicles found in the world's armor museums.

The Combat History of Schwere Panzer-Abteilung 503 In Action in the East and West with the Tiger I and II

Edited by Dr. Franz-Wilhelm Lochmann
J.J. Fedorowicz Publishing
Hard Cover
392 pages, B&W
ISBN: 0-921991-55-X
\$80.00



THIS IS THE LATEST IN THE large format books that Fedorowicz has published covering German unit histories. The subject this time is the 503 heavy tank battalion. This is a very interesting challenge for

Fedorowicz as they are creating a unique title that does not cross over to their Tigers in Combat series. Mission accomplished, as there is very little or no crossover to their earlier books.

The combat photo coverage is great and it depicts the division in a wide range of circumstances from their origins to their service in the West and in the East. The shots depicting the unit's final days on the eastern front are especially interesting.

WANTED: 1/72, 1/76 scale and smaller armor, equipment and figures. Books, magazines and information on the German and Italian armies in Africa during WW2. Instructions from conversions, photo-etch and regular kits showing vehicle interiors, engine compartments and super detailing items. Military and police patches. Contact Peter Rechkemmer, 3410 Sands, El Paso, TX 79904

WANTED: Old Osprey-Vanguard armor issues #2, #5, #7, #10, #12, #44. Issues of "Tankette" magazine. "Military Illustrated" magazine in English 4, 5, 6, 11 and "Steel Masters" #14. Will pay reasonable prices or trade. Bob Collignon, 403 Huntington Ave. Buffalo, NY 14214. (716) 837-2204 after 6 pm.

WANTED: Looking for unbuilt Gunze armor kits. Will trade or purchase. Have large collection with many hard to obtain kits for trade. Send info to Ted Paris, 551 Wegman Road, Rochester, NY 14624.

FOR SALE: by Author : 1/35, 1/48, 1/72 & 1/76 scale drawings (4 or 5 views). Illustrated catalogue for 2 IRCs. FOR SALE: from Artist-Illustrator acrylic oil on Bristol card, A3 size, from \$400.00 U.S. List for 2 IRC to :Mr. H. Cance, 56, Bd. E. Lintilhac, 15000 Aurillac, France.

WANTED: 1/35 scale kits, parts, anything leftover from US and British WWII models. Harpers M3 Satan Flamethrower. TM Manuals on US vehicles From WWII. Books and magazine articles on vehicles. IPMS magazines from Canada. Also contact with modelers in the US and Canada with an interest in 1/35 scale vehicles US and British. Contact Ian Howes. Hanselmann Str. 28a 80809 Munchen, Germany. tel (089) 3592474.

WANTED: Any spare WW2 Russian tank parts you don't need, same goes for pieces from any Tamiya German halftracks (250, 251 c or d). For Sale: Decals and kits from eastern Europe. Currently have decals for T-34, KV-I and entire BT family. Write for list of available kits. Edmund S. Fortuna, 200 Old Prospect School Road, Sparta, NJ 07871

WANTED: Items listed below. No time limit. Please include phone number and price/condition first letter. Books/Mags: Complete or partial set of AMM Review. MMiR V1 #s 1, 2, 4, V2 #1. Military Model Preview (formerly Military Aircraft Preview) V1 #s 1-3, 5, 6, 9, 11, 12; V2 #s 1, 10-12; V3 #s 1, 4-12. Catalogs: DML/Dragon 90, 88, 87; Italeri 94, 88, 87, 85, 82, 81, 80, 77 and earlier; Tamiya 94, 78, 77, 71 and earlier. Please only full size, No Mini-cats or brochures. Hardbounds: Bound V2 Profiles British AFVS 1919-40. I also need info, reference sources, photos and TM on: Semitrailer, Refrigerator, 5 ton. Good copies acceptable. Dio accessories and buildings: 1/35 Deauville (resin) #106 Ruined 2 story (large), #110 'The Bridge,' #112 Lighthouse. Kurton #007 3 Story 3 sided ruin, Magus Program Design 1/35 French Corner Cafe (foamcore), Russian wood house, Small wood barn. Any Magus blueprints needed also. US Airfix edition of #51513 1/32 Checkpoint (includes humpback bridge, gate, guardhouse, tower). Kits/Figures: CMS (resin) 1/35 Diamond T Wrecker and Cargo trucks. Italeri Bersaglieri infantry. MAX #04 1/35 1/4 ton Ford GP Jeep/trailer and base. VMK (resin) 1/35 #001 U7144 Jumbo Jeep 5 ton tractor, #002 C-2 multipurpose semi-trailer. Tamiya 1/25 Patton, Radio Operator. Squadron Combat Line and Squadron Rubin figures. FOR SALE: Professionally built, 1/25 scale tanks. Used by Soviet Army as training aids. For details LSSAE. All replies to: M.C. Overstreet, 5257 Luwana Drive S.W., Roanoke, VA 24018-3323. (540) 774 7244 after 7PM Eastern.

U.S. RESIN KIT MANUFACTURER seeking master pattern makers for armor related subjects, i.e. kits conversion, figures. If interested please send name and address, phone number to: Commander Series Models, Inc. 551 Wegman Road, Rochester, NY 14624.

FOR SALE OR TRADE: ESCI (German), Supply Wagon, Ambulance Wagon, German Sappers, Rest Area, Paratroops, Engineers, 7.5cm Light Inf. Gun, British Red Devils. Airfix: Japanese Multipose 1/32 Infantry. Monogram: Calliope Sherman, Hedge Hog (1/32nd scale). All kits unbuilt, mint in box. WANTED: Tamiya Tigers, Panthers, Halftracks, Marx 1/32 figures and playsets. Ron Angleton, 316 Oak St., Tipton, IN 46072. (765) 675-3907 weekends.

WANTED: Unbuilt old Italeri kits, #234 (SdKfz. 234/3), #255 (SdKfz. 234/4). Sturm and Drang Magazines, Jean Restayn's Tanks of WWII, Encyclopedia of German Tanks of WWII; Ground Power Magazines. George Krausse, P.O. Box 3152, Florence, OR 97489.

WANTED: Information about clubs or individuals who are interested in 1/24th and 1/25th scale armor models. Also interested in purchasing same. Terry Hoepf, 5606 N. River Road, Pamperville, OH 43450. 419-287-4202.

ARMOR, AIRCRAFT & SHIP COLLECTION: Over (450) 1/35scale armor, 1/350 scale modern warships, and both 1/72 & 1/48 scale modern jet aircraft. WW2 to modern armor and figure kits. Both current and out of production kits. Also, many resin conversions and full kits. Decal set and ceramic diorama kits. Many kits still wrapped. All unbuilt and unpainted. GREAT DEALS! Send LSSAE with \$.55 postage for list with asking prices. Allen Chubb, Jr., P.O. Box 134, Lykess, PA 17048-0134 or call 717-362-1120 after 6 p.m. EST.

MUST SELL: Lose the kits or hit the couch! Sound familiar? The answer is simple for many, the couch doesn't talk back. Unfortunately, it's her couch. My loss can be your gain. New/OOP WW2 figures/armor kits (1/35) for sale. Tamiya, Italeri, DML, ESCI. Send SASE for complete list to Lawrence Jung, 60 E. 12th St., #3F, New York, NY 10003-5036.

FOR SALE: one 1/15 scale Bandi Tiger I, built and painted to perfection. Set up remote. Looks real nice. Call me at 973-628-0574 after 6 p.m. for details.

WANTED: Looking for the following discontinued ROCO vehicles; #229 Faun 10 ton 6X6 truck, #230 Faun 10 ton 6X6 truck, #291 Elephant Tank Transport, #409 Pioneer Set. I will consider purchasing collections of ROCO armor. Also looking for pics, dimensions, etc., on Wegmann Pzh 2000 S.P.gun for scratch build. Cal Raines, 904 Irving St., Olean, NY 14760.

FOR SALE: Roskopf HO Scale Military Vehicles. German, Russian, NATO, Write for list: Christopher Gill, 580 W. Lewiston, Ferndale, MI 48220-1204.

WANTED: Bindable B&W photocopies of MMiR Vol. 1 #3 on 11 x 17 inch paper, front and rear covers on one side, inside covers on the other, etc., through pages 19 & 22/20 & 21. Contact Dr. Peter Schweisthal, Gruner Str. 107, D-40239 Duesseldorf, Germany.

WANTED: Squadron #3001 Fallschirmjäger in Action; Armor in Action #'s 2003, 2006, 2007, 2009, 2013, 2019 and 2021; Presidio Press (hardcover) Patton, Kennedy M-103, Kirin 120mm figures #21001 USMC 1968, #21004 S.E.A.L. In Desert Storm. Contact Ed Barber, 7158 Akron Road, Lockport, NY 14094.

WANTED: Squadron Rubin 54mm kits, Squadron line 1/35. Also, Battline and Deauville figures. Buy or Trade War Monthly magazines. Respond to J. Pauly, 2836 Pleasant Avenue, Lakeview, NY 14085.

THE HISTORICAL MINIATURE FIGURE SOCIETY OF COLORADO meets on the first Thursday of each month from 6:30 PM. to 8:30 PM. at the Aurora Central Public Library, 14949 East Alameda Drive, Aurora, CO 80012. For more info contact,

HMFSC, P.O. Box 461562, Aurora, CO. 80046 (303) 693-7924

CALIFORNIA HISTORICAL MODELERS ASSOCIATION: meets the second Friday of each month (except holidays) in the Provident Bank community room, 1690 East Florida Avenue, Hemet, California at 7:00 p.m. CAHMA welcomes modelers interested in historical scale modeling, including armor/ordnance, aircraft, car/vehicle, historical figures, ship/boat, space/sci-fi, railroad, diorama and vignette. For more information, call 909-652-0556

I WOULD LIKE TO CORRESPOND WITH MODELERS ALL OVER THE WORLD. Looking for someone to swap materials with, or just chatter about kits. I build mostly present day vehicles, diorama and figures of Special Forces. Theo Naus, Estdoomstraat 4, 5995 AM Kessel, The Netherlands.

IN SEARCH OF PENPALS AND MODELERS to exchange with. Can offer all models of Zvesda Plastic Model Co., ICE Co., Alan Hobbies/VM Co., AER, Start Model, models which are of a high class, and some books and magazines on modern military equipment and that of WW2. My interests include weapons of WW2 produced by Tamiya, DML, Italeri and ESCI in 1/35 scale. Also interested in books and magazines on techniques AFV and model catalogues. Write to: Alexandr A. Rjanzanov, ul. Kronshtadskaja, d. 75, kv. 19, Makeeva-14, Ukraine - 339014.

MODELER FROM THE UKRAINE who would like to get in touch with other modelers to exchange models. I am looking for contacts with North American modelers. I will answer all letters sent to me. Andrey Kozlov, Zvenigorodska. 12 kw. 43, Zaporozhye - 93, 330093, Ukraine.

WANTED: Looking for a boxed UBER modeling knife set. The company that made them has gone out of business. If anyone has one for sale or has information on how to get one please let me know. Write or call: Larry McHam 1148 Simpson Dr. Hurst, TX 76053, 817-268-3167. E-mail is cynthiam@airmail.net.

WANTED: Tamiya kit #6502-1800, U.S. 75mm Pack Howitzer. Call (734) 669-2753. M-F 8:00-5:00 ET, or write: Barry Gazso, 1864 Samer Rd., Milan, MI 48160. Will pay any reasonable price.

WANTED: German military books WW1, WW2, East German. New or used period pictorials. Please respond to PJR, P.O. Box 122, Martinsville, NJ 08836.

WANTED: Concord Publication books: T64 & T90, T54/55/62 and Arsenal of Aggression. I am willing to pay a reasonable amount for these books in good condition. Please send information on these books and prices to John Wiley, 3120 Mountain Pass Road, Troutville, VA 24175.

FOR SALE: Unbuilt 1/16 Tamiya King Tiger Porsche turret kit, static model, minus R/C gear. Asking \$200.00. WANTED: ESCI 1/72 King Tiger, Bandai 1/24 King Tiger Porsche turret kits. Contact David Dees, 8125 Jeanie Lane, Knoxville, TN 37938, 423-922-2891 after 6 p.m..

WANTED: DML #6047 JSU-122s and DML #6804 JS-2M UZTM. Contact Robert W. Marshall, 43 Brookfield Court, Toms River, NJ 08757, 732-341-7487, until 10 p.m. Eastern time. Web site: ClancyTRB@aol.com.

FOR SALE: Built 1/35 scale armor kits. Nicely done with some external detailing. Please advise us of your particular needs or wants. Will consider requests to build. Currently, over 100 finished. Contact Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760. Phone: 607-748-7922, E-mail: bill0637@aol.com

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NEEDED: obsessed modeler can't rest until I have Gunze 1/35 scale Panzer III crew in black cloth uniforms seated in the tank turret. I also must have the Jaguar 1/35 scale windmill. E-Mail me please at csmegalodon@aol.com.

WANTED: Jim Shirley Productions resin 120mm(1/16th scale) M-1A1 Abrams. Unbuilt, built, any condition... need it for parts. Contact Larry Cobb email: Larryc@unm.edu or phone: (505) 299-5662.

WANTED: Tank Magazine Special- Israeli Tanks & APC's; Panzer Magazine- The Iran-Iraq War; Tank Magazine - any issue; Verlinden #705, T-55 Update, #714 T-55 Applique Armor; AEF Designs - any conversion kit (Israeli, Soviet, Iraqi, American); Azimut/ADV-PL0 figure, Russian Tankers, French Tankers (Modern), #35110 XM233E1 Tow Launcher; Born in Battle Magazine-any issue; Military Enthusiast- any issue; War Data - any issue; RAIDS Magazine - any issue; Friulmodellismo Figures, Iraqi Tankers, Yugoslav Troops, Civilian Photographer; Chesapeake Model Designs, T-54 turret, T-62 (early turret), M60 Turret (early production), M48A1 Conversion Kit; Jaguar - JS II interior. Contact Joseph Chiaramonte, 8711 26th Avenue, Brooklyn, NY 11214.

GOOD99 -New list of civilian /political /military/historical related pin, brochures, books, magazines, videos and other items. Mostly WWII to present. Send Two Dollars for GOOD99. Thank You. Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760-3201 IPMS#20788. (607) 748-7922. bill0637@aol.com.

WANTED: Pro models resin 120mm (1/15 scale) Sdkfz. 234/2 PUMA Eight wheeled armored car unbuilt, built, any condition. CONTACT: Robert McGuire 482 W. San Ysidro Blvd., PMB 842, San Ysidro, CA 92173. (619) 671-5400; (619) 662-1420.

WANTED: DML/Dragon Red Devils Paratroopers figure kit or resin figures in similar poses. Will pay any reasonable price. E-mail to simon@openstore.com

FOR SALE: 1/35 scale figure kits. All unbuilt. Mostly Vietnam to modern DML, Verlinden, Barton Miniatures, Belgo, Battline and some misc. For list and price send L.S.A.S.E. Danny Trepanier, 1133 Fulton Winthrop Harbor, IL. 60096

WANTED: I need more information on the V-150 APC series, 4X4, 6X6, 8X8. I'm trying to scratch built one because I really liked the Commando. I don't want to buy the resin kit (tempting. . . and I can't find one either) mainly because I really want to feel the enjoyment of building it in 1/35 scale. Thanks and more power. I can be reached through this email oliversia@edsamail.com.ph, or my residence: Oliver S. Sia, 30 Norway Street, Betterliving, Paranaque, Manila, Philippines.

CONTEST: 2001 A Modeling Odyssey. Sponsor: IPMS Space Coast. Time & Date: 9:00 AM, Saturday, 3 February 2001 to 1:00 PM, Sunday, 4 February 2001. Place: Elk's Lodge, SR 405, Titusville, FL. Contact: Rick Bellanger, 4260 Tangerine St., Cocoa, FL 32926. Telephone: 321-633-4717 (5:30pm to 9:00pm EST only) e-mail: rickb@brevard.net. Special Rates Motel: Ramada Inn, Route 50 & I-95, Titusville, FL. 1-800-292-1192 ONLY.

WANTED: Series 77 90mm "Americans" - A2, A10, A17, A23, A26, A27, A29, A34, A42, A63, A64, A65. Will pay fair price for kits. Keith Bernard, e-mail: bernard_k@metairie.whlinder.com

WANTED: Pro Models resin 120mm (1/15 scale) Sdkfz 234/2 PUMA eight wheeled armored car Unbuilt, built, any condition. Contact : Robert McGuire, 482 W. San Ysidro Blvd. PMB 842 San Ysidro, CA. 92173 USA Phone: (619)671-5400 (619)662-1420. Email: ignacio@biospherical.com or carellano@hotmail.com

WANTED: Highly competent armor builders who can photograph and write about their modeling projects. Adequate writing and photography skills, and computer literacy a must. Fees paid for article submissions. Also looking for individuals willing to submit original historical research articles. Access to archival photographs a plus and ability to render scale drawings in Adobe Illustrator or Freehand (Mac or PC) a big 'ol stankin' bonus. Also seeking illustrations alone. Forward samples only (photos, writing, etc.) to: Editor MMiR, 235 NE 6th Ave #4, Delray Beach, FL 33483.

WANTED: 1/35, 1/24, 1/15, 1/16 assembled or unassembled motorized armored vehicles. Contact Bruce W. Smith at gbeske@uswest.net or send your list with prices to 5808 Arbour Ave., Edina, MN, 55436

CONTEST: May 19, 2001, IPMS Mad City Modelers 6th Annual Verona Model Contest; Verona, WI Middle School. Theme is the Korean War. Contact Jim Turek at jamesturek@earthlink.net.

The Oklahoma Historical Modelers Society: meets on the 1st and 3rd Fridays of each month at 7pm. We are one of the oldest chapters in IPMS/USA. For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net

FOR SALE: BELLONA military vehicle prints. Have series 1 thru 30 less 7, 15, 27, 28, 29. Each profiles at least 4 vehicles. Asking \$5.00 each or \$115.00 for the lot. Have AFV PROFILES #1, 6, 8, 11, 14-16, 18-20, 26, 32, 41, 46, 52. Asking \$7.50 each or \$100.00 for the lot Write or call J. Heiberger 12553 Duggan Rd, Central Point, Or 97502 (541)855-9532 after 10.00am pdt wklys. Or via E-MAIL "BITCH-N-HOLLAR@JUNO.COM"

SCAHMS: The 2001 SCAHMS "California Show" will be held on Saturday March 17th , 9 am to 6 pm and Sunday, March 18th, 9 am to 4 pm at the Doubletree Hotel/Orange County Airport at 3050 Bristol Street, Costa Mesa, CA 92626. The Doubletree offers shuttle service to and from John Wayne Airport. It is also close to Los Angeles Airport (LAX), Disneyland, beaches and other Southern California sites via freeway. The hotel has provided a special SCAHMS room rate of \$109.00 per night—make sure you mention SCAHMS when you call for your reservation. The direct phone number for the Doubletree is (714) 540-7000, ext. 4200 (weekdays only). Every room set aside for SCAHMS last year was booked, so we encourage you to make your reservation as soon as possible. As an incentive to encourage you to make your reservation early and stay at the Doubletree, all who stay at the hotel will be given free admission to the show—just show your room key at registration. SCAHMS has become one of the largest figure, armor, and diorama shows on the West Coast—don't miss it!

WANTED: The Show Modelling upgrade #044, for the Italeri German motorcycle and sidecar. Reply to: simon@openstore.com

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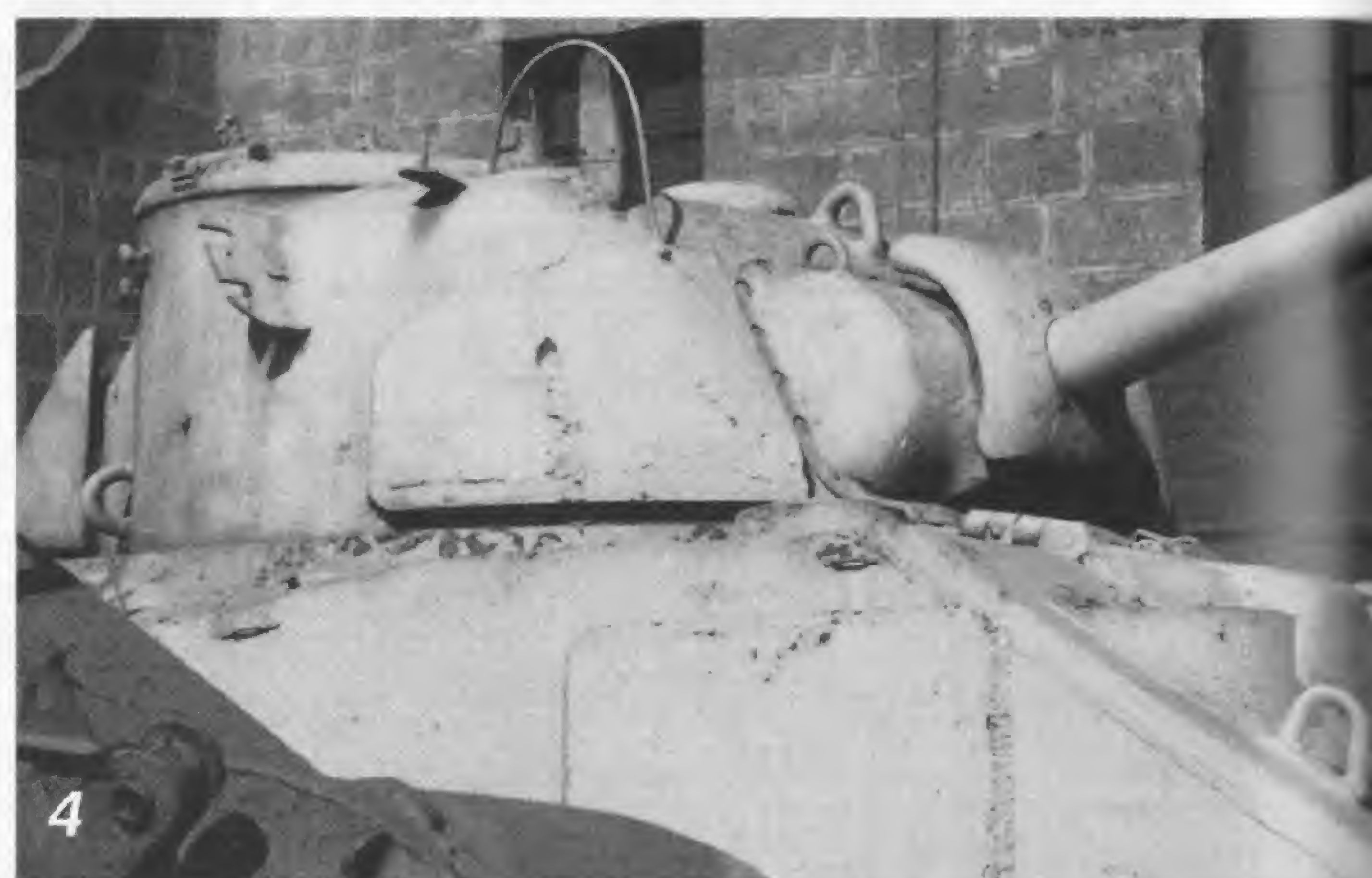
WAR LIKE AN EGYPTIAN

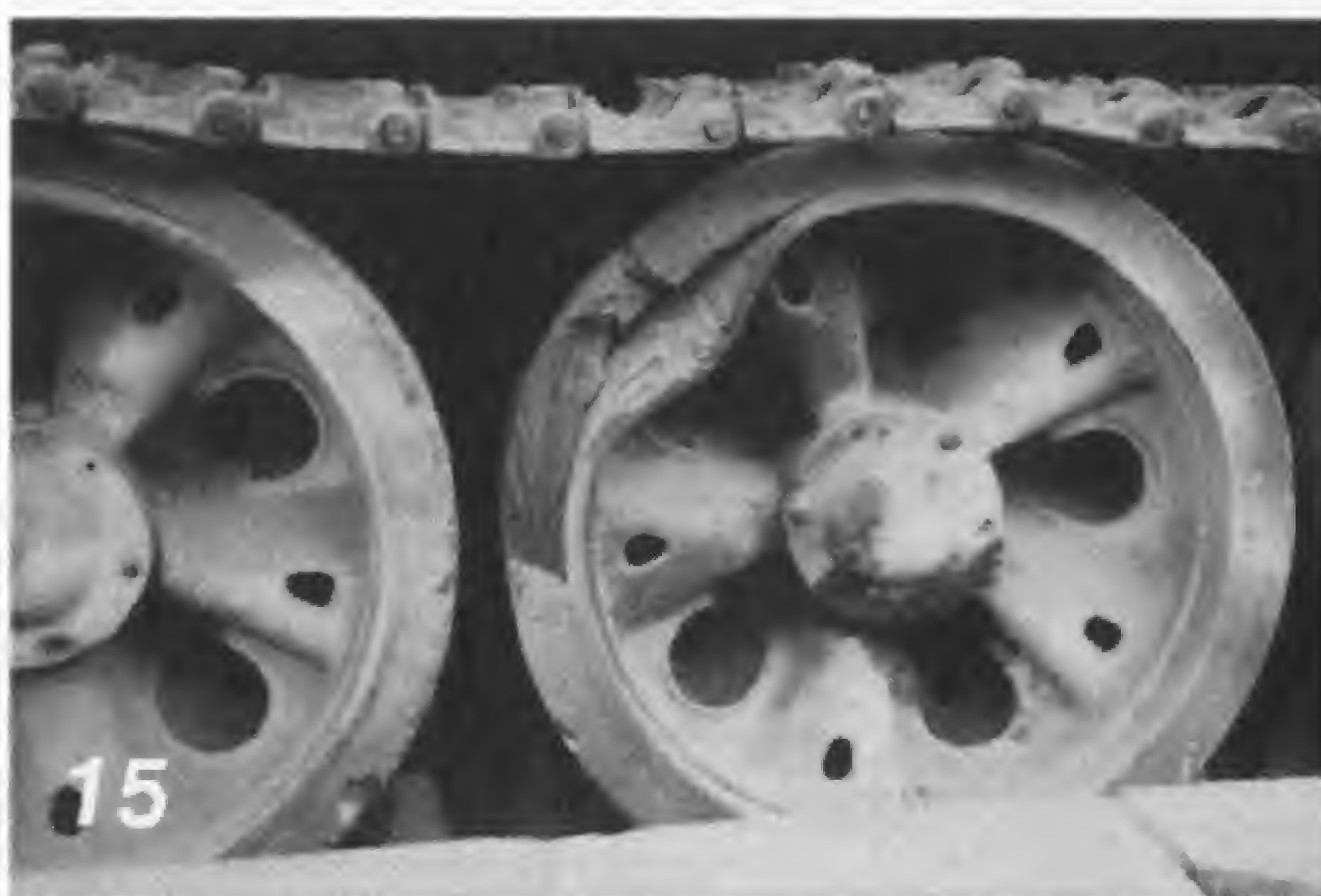
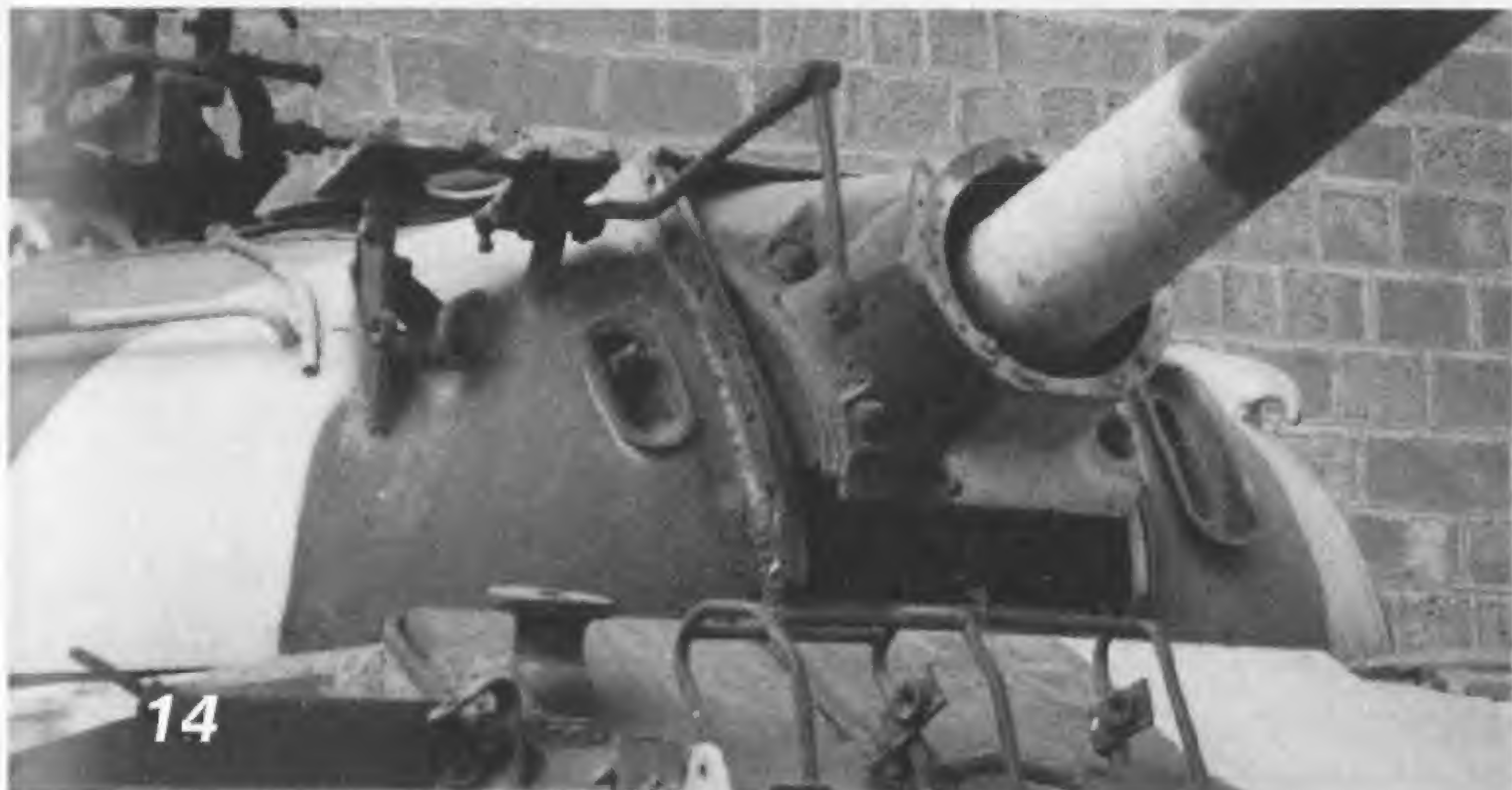
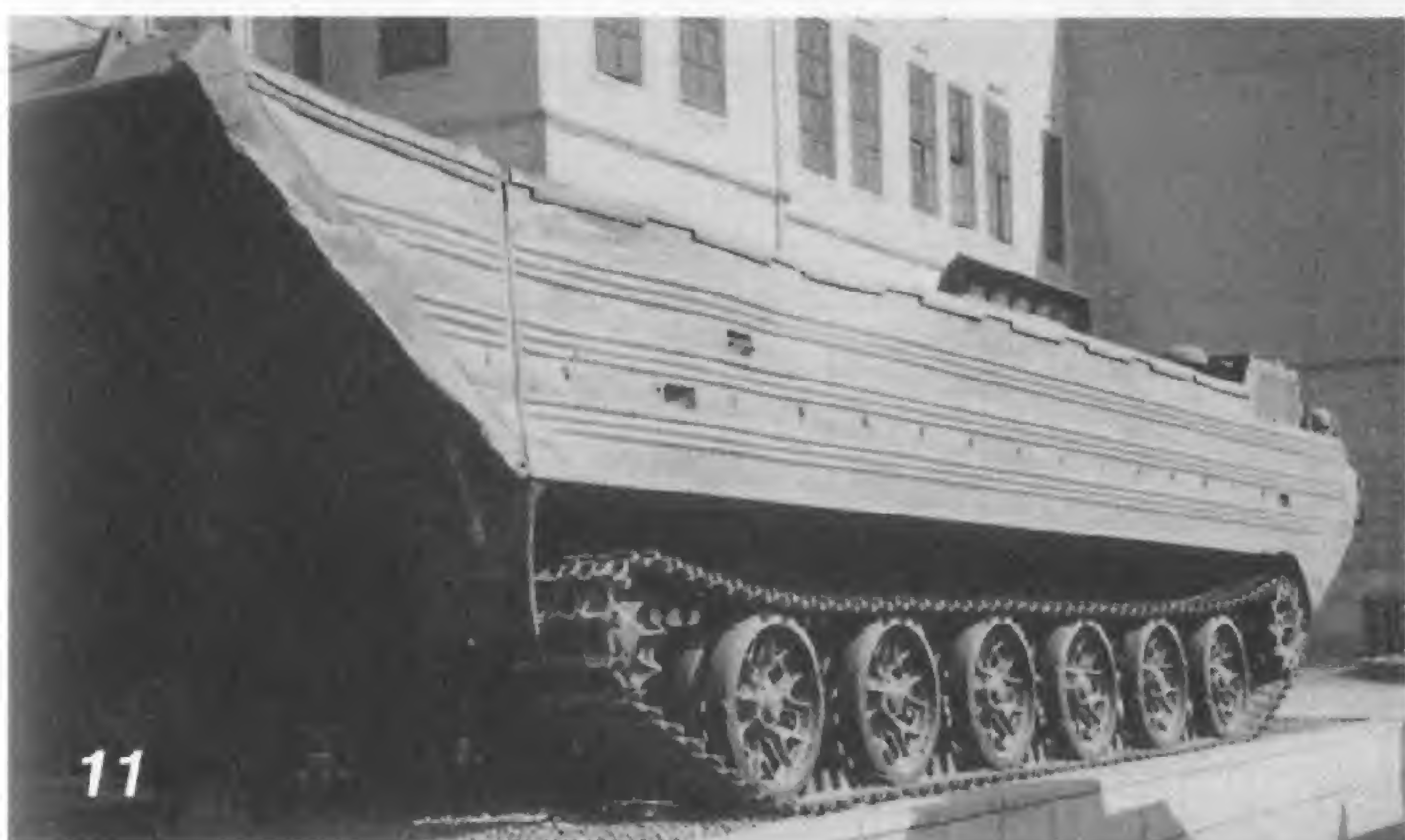
The Egyptian Museum of Military History in Cairo



On a hilltop, overlooking the city of Cairo stands the Citadel, best known as the site of the famous Mohamed Ali Mosque. But this massive complex is also home to several mosques, museums and gardens. There is one museum found on this hilltop that you will not find on most tourist's itineraries, the Egyptian Museum of Military History.

The museum covers the Egyptian war machine from the time of the Pharaohs all the way through Egypt's glorious victories (?) over the Israeli's in 1973. The museum houses one of the finest collections of 18th and 19th century artillery I have seen in my travels. But in the courtyard leading to the main entrance there is a small but





interesting collection of armor.

A captured Israeli M60 stands out front, main gun fully depressed in defeat, behind that stand some examples of Egyptian armor, some of which are clearly ex-Israeli (a Sherman fitted with an AMX13 turret and a 105 mm up-gunned Centurion). Of course, all the Egyptian vehicles are displayed with "guns up"

So, next time you're in Cairo, skip those old pyramids and go look at some Armor! ☺

—Chris Causley

1. Ex-Israeli (?) Sherman with AMX-13 turret. Frontal shot. Note the 3-piece trans-

mission cover, and the angle of the muzzle brake. 2. Front 3/4 shot. 3. Turret close-up. 4. A Sherman Dozer. Turret side, note the grenade launcher brackets the commanders fixed sight. 5. Rear 3/4. The turret bustle and smoke grenade brackets make me think this was left when the British were expelled in '54. 6. A PT-76. 7. The vanquished, An Israeli M-60, front 3/4 shot. The photo does not show it well but the hull is bulged from an internal explosion, the drivers

hatch won't close and she sits way too low. 8. The shot that killed her. It only takes a small penetration! 9. Born 4-71, Died 11-73. A short violent life. 10. Road wheels really take a beating around here. 11. Soviet bridging amphibian used to cross the Suez in the 1973 war; this is a feat that the Egyptians are most proud of. 12. A T34-85, probably the vehicle in best condition. 13. Nice turret texture shot. 14. A war weary T-54 turret front showing searchlight mount. 15. Most all the road wheels looked this way. 16. Big honkin' JS II heavy tank, rear 3/4, check out those pristine fenders! 17. Front 3/4 with the upgraded Centurion behind.

The Idea Bank

The following is an extension and compilation of all the wish lists and “we gotta haves” that have appeared in the magazine over the years. The list also reflects a few brain storming sessions where we just sat around with a few books and shouted out what we liked.

We have divided it into three categories: plastic kits; resin kits; and conversions and updates. A few of the ideas appear in both the plastic list and the resin list. Most

would pick plastic over resin due to the cost, but we’d be glad to have either. A lot of what’s listed is rather obvious, like the German half-tracks and the LVT’s. A few of the plastic ideas are rather odd, but the entry of the eastern European companies into the fray has demonstrated that the sky’s the limit.

Basically, we don’t warranty any of the items listed. We think they are all sound, but we are not saying they will all sell. The deal is that if you are a manufacturer, large or small, and you see something you like, then by all means make a withdrawal—it’s free! All we ask is that you let us know so we can strike it from the list.

If there is something that you don’t see here, then by all means feel free to make a deposit—no matter who you are.

Please note that items that have been announced or listed since the previous issue are shown with a line struck through the subject. Notes on who and where follow. Items are displayed like this for one issue, then removed completely.

Plastic Kits

British Triumph Motorcycle

WW2. We’ve had the German bikes in plastic, but never this one.

British Bedford 15-cwt 4x2 truck

WW2. Very numerous soft skin.

British Morris-Commercial 30-cwt 6x4 truck

WW2. Just because it’s neat looking.

British AEC Matador 4x4 truck

WW2. Useful for hauling around all that scale artillery.

British Humber Mk I Armored Car

WW2. 4,300 of them were used on all fronts.

British 17-pdr Archer SPG

WW2. We’ve been promised one from VM, but it’s still a no-show. The towed gun wouldn’t hurt either.

British Saladin

Post war. Widely used six wheeled armored car.

British Cruiser Comet

~~WW2. ICM once had it on their box sides, but rumor has it that it’s canceled.~~ BACK ON AS ICM STOCK NUMBER 35091.

British Cruiser Challenger

WW2. A logical follow-up to the Comet.

British Centurion

Postwar. Many variants, used extensively by the Israelis as well as the Brits.

British Mk VIB Light Tank

WW2. Widely seen and used in the west and in the desert. It seems a natural in plastic.

British Sherman “Flail” Tank

WW2. Maybe based on the DML M4A4 kit?

British Bofors 40mm AA gun

WW2. This was the Swedish designed gun used by the British and others.

British Daimler Mark II

WW2. The neat little armored (or is it armoured?) car.

British Sexton II

WW2. The Canadian version of the Sherman chassis (Grizzly) with the 25 pounder field piece mounted on top. Do the Grizzly, too, while you’re at it.

French Char B1

~~WW2. The famous French heavy tank.~~ ANNOUNCED FROM RPM

French AMR35

WW2. Cool little cavalry tank.

French FCM36

WW2. French medium. Later used by the Germans as an SPG platform.

French Laffly/Hotchkiss S15R

WW2. Early war six-wheeled artillery tractor. Also the S20TL and the S35T.

German Panzer II variants

WW2. Still missing the A, B and F in a “modern way.”

German Panzer III variants

WW2. Still missing the A, B, C and D.

German Panzer IV variants.

WW2. Still missing the A, B, C, a modern tooled D and E.

German Panzer III/IV hybrid

WW2. While you’re at it. Used an interleaved suspension.

German Neubaufahrzeug

WW2. Early war medium. Hey, why not?

German Lorraine Schlepper with 10.5cm

WW2. French tractor converted by the Germans.

German Lorraine Schlepper with 7.5cm

WW2. French tractor converted by the Germans.

German Sturmpanzer II Bison

~~WW2. The lengthened Panzer II chassis with the sIG 33 15cm gun.~~ ANNOUNCED BY ALAN.

German Panzer I B 15cm sIG 33

WW2. The one with the tall superstructure.

German Marder III M

WW2. The 7.5cm gun rear mounted in a modified 38t chassis.

German Bison M

WW2. Pretty much the same thing as above, but with the sIG 33.

German Flakpanzer 38(t)

WW2. Similar to the above listed vehicles, but with the 2cm gun.

German Karlmörser

WW2. Sooner or later, right?

German Halftracks

WW2. Scratch the FAMO, but how about the SdKfz. 9, 10, 11 and the Demag D7 (a new SdKfz. 7 wouldn’t hurt either). Come on man—PLEASE! There’s tons of variants, too.

German SdKfz. 251/17

WW2. With the drop down sides and the 2cm flak 38. Would make an outstanding Tamiya kit.

German SdKfz. 251/20 UHU

WW2. The IR searchlight vehicle. Would also make an outstanding Tamiya kit.

German SdKfz. 251/21 Drilling

WW2. The triple flak mount. Would also, also make an outstanding Tamiya kit.

German SdKfz. 251/22

WW2. With the Pak 40 75mm. Need we say more?

German PAK 43 8.8cm

WW2. The anti-tank gun with the cruciform base.

German 15cm gun

WW2. The widely used heavy artillery piece. We’d also love to see the 17cm and the 21cm in plastic.

German 10.5cm

WW2. We thought Tamiya would do this for sure after the Wespe. 3 variants.

German Hummel SPG

WW2. Sorry, but we still need a really good one. Ditto on the Nashorn.

German SdKfz. 231 8-rad

WW2. Modified version of the original. Used mid to late war.

German SdKfz. 263 8-rad

WW2. We have the New Connection conversion, but how about some plastic?

German SdKfz. 247

WW2. Little armored 4x4 used by recon battalions.

German V3000 Ford truck

WW2. Similar versions were used by all the WW2 combatants.

German Bussing-Nag Truck

WW2. The basic truck, the AA version and the crane, too.

German “Büro-Anhänger”

WW2. The large boxy trailer hauled behind the Opel Blitz.

German Opel Blitz Bus

WW2. It seems like an Italeri natural.

~~German Opel Blitz Van~~

~~WW2. Ditto on that Italeri thing.~~ DUE OUT THIS YEAR FROM ITALERI.

German Mercedes-Benz G4

WW2. Mostly known as Hitler’s six wheeled staff car, but also used as a regular heavy car in the field.

German le.gl.E.Pkw.

WW2. The little Stoewer or BMW light 4x4 cars. Several variants.

German Einheits-Diesel 2.5 ton 6x6 truck

WW2. Very common throughout the war, several versions fielded.

German Faun Typ L900

WW2. Very large tank transporter (it carried the tank on its back). Towed a big trailer, too.

German Mercedes-Benz L 4500

WW2. 4.5 ton cargo truck. Also used as a very unusual “Maultier” version.

German Hanomag Typ St 100

WW2. Developed for both the Luftwaffe and the Wehrmacht, it was used to haul long supply trains and bridging equipment.

German Schwimmwagen “Trippl”

WW2. Early contender to the VW throne. Used by the SS.

German VW Itlis

Modern Bundeswehr Jeep. Also used by other NATO members.

Hungarian Toldi

WW2. There are several variants, too.

Italian Fiat/Ansaldo AB40/41

WW2. 4 wheeled armored car, also used by the Germans in Italy.

Italian L3/35 tankette

WW2. We’ve got a few resin versions, but it’s not a very big kit...

Italian Carro Armato L6/40

WW2. Another teeny thing, some served in Russia (scary).

Italian Semovente L40 47/32

WW2. Assault gun version of the L6/40. Also used by the Germans.

Polish Fiat 508/518 Mazur field car

WW2. One of the most common soft skins used by the pre-war Polish army. Over 10,000 produced. It seems like all the armor’s getting done. Anyone?

Soviet 203mm gun

WW2. The one with the tracked carriage.

Soviet Stalinets Tractor

WW2. Soviet copy of the Caterpillar 60 tractor. Pulled the 203.

Soviet BA-64

WW2. Four wheeled armored car.

Soviet GAZ Jeep

WW2 and Korea. We have a new U.S. one, why not?

Soviet BTR-60

Post-war eight wheel armored car.

Soviet T-55

Post war MBT. Once listed in the DML catalog. Keep hope alive.

Soviet SA-2

Post-war mobile truck mounted SAM system.

Soviet BMD-1

Modern air-mobile infantry support vehicle.

Soviet ASU-85

Modern air-mobile tank destroyer.

Swedish S-Tank

Modern. That weird looking turretless jobby.

U.S. M1A1 Wrecking Truck

WW2. Terrific looking heavy wrecker made by Ward LaFrance.

U.S. M2/M2A1 Halftrack

WW2. The one with the shorter back end.

U.S. M3/M3A1 Halftracks

WW2. We’re still waiting for contemporary plastic versions of this series. Help us Obi-wan Tamiya, you’re our only hope...

U.S. M3 Stuart

WW2. We’re still waiting for a contemporary plastic version of this, too. Throw in the M5 and M8 while you’re at it.

U.S. M4 High Speed Tractor

WW2/Korea. Towed the Long Tom and used Sherman tracks. Think of all those lonely AFV Club kits.

U.S. M5 High Speed Tractor

WW2. Loosely based on the M3 in the suspension area. Hauled the 105, 155 and the 4.5 inch gun.

U.S. M6 High Speed Tractor

WW2/Korea. Successor to the M4, also towed the Long Tom and the 8-inch howitzer.

U.S. M10 ammo trailer

WW2. Pretty numerous on all fronts and commonly seen with the M7 Priest and the M8 HMC.

U.S. M19 Motor Carriage

Korea. Dual 40mm mounted on the Chaffee chassis.

U.S. M23 8-ton 4-wheel ammo trailer
WW2. Weird looking, but pulled along with every Long Tom.
U.S. M29 Weasel
WW2. The Monogram kit was a looooong time ago. Both variants.
U.S. M31 ARV
WW2. Recovery version based on the Lee/Grant series.
U.S. M36 Jackson
WW2. 90mm version of the M10 motor carriage. AFV Club 222. NOW ANNOUNCED FROM BOTH ACADEMY AND AFV CLUB.
U.S. M37 Motor Carriage
Korea. 105mm mounted on the Chaffee chassis.
U.S. M40 Motor Carriage
Korea. The Long Tom mounted on a “Easy Eight” type chassis.
U.S. M41 Walker Bulldog
Post war and Vietnam. It’s high time for a new kit. The M42 Duster would be cool, too.
U.S. M43 Motor Carriage
Korea. The 8-inch howitzer mounted on a “Easy Eight” type chassis.
U.S. M44 SPG
1950’s. One of a series of SPGs based on the M41 chassis. Also the M52. Used by other NATO nations—especially Germany.
U.S. M55 SPG
1950’s. Big-ass SPG loosely based on the M46/M47 chassis. Used by other NATO nations—especially Germany.
U.S. DUKW-353
WW2. You know, the floater.
U.S. GMC 352
WW2. The short wheel base version. Hey Tamiya!
U.S. 4-ton “Diamond T” 6x6 Truck
WW2. Cargo, dump and a fabulous wrecker version.
U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. There’s a cargo, pontoon and crane version.
U.S. Mack NO 7.5 ton truck
WW2. Towed the 8-inch howitzer. Huge and just plain cool.
U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.
U.S. 75mm Field Howitzer
WW2. Also known as the “Pack” gun. Remember the old Tamiya metal one?
U.S. Staghound T17E1
WW2. U.S. built 4-wheel armored car almost exclusively used by the Brits.
U.S. LVT Series
WW2 & Korea. The whole series please: LVT-2; LVT (A)-2; LVT-4 ; LVT (A)-1; LVT (A)-4; LVT (A)-5 and LVT (A)-5 modified.
U.S. Ontos
Post-war and Vietnam anti-tank tractor.
U.S. V-100
Post-war and Vietnam 4-wheeled armored car fielded in several different versions.
U.S. M422 “Mighty Mite”
Post-war miniature version of the Jeep.
U.S. M992A2
Modern NATO. The artillery ammunition carrier based on the M109. Hey Italeri!
U.S. M715 Jeep 1-1/4-ton cargo truck
Modern and widely used truck. Saw use in Vietnam.
U.S. Dodge M37 truck
Post war and modern version of the WW2 3/4 ton truck. Used in Vietnam. Ambulance version, too.
U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.

Resin Kits
Belgian T-13 tank
WW2. Early war Belgian mini tank. There is a SPG version, too.
German Geschützwagen III/IV (Sf)
WW2. Similar to the Grasshopper, with the 105mm gun plopped into the superstructure. The Brits still have one somewhere.
German Praga T6-SS tractor
WW2. Used the same tracks as the 38t series.
German Panzer III/IV hybrid
WW2. Also in the plastic list. Used an interleaved suspension.
German Mercedes-Benz L 4500
WW2. 4.5 ton truck. Also used as a very unusual “Maultier” version, using both purpose designed and Panzer II running gear.
German Mercedes Unimog U 900 truck
Post war NATO. Also used extensively by the U.S. Army and Marines in a variety of interesting configurations.

German Heavy transport trailer
WW2. Actually used to move heavy rail road equipment, but also used to move the super heavy tanks and the Karl Mörser.
Japanese Type 89 Medium Tank “Chi-Ro”
WW2. One of the few Japanese tanks that is not represented by a kit of any kind. RELEASED IN JAPAN UNDER THE “GUMKA” LABEL.
Soviet KRUG long track SA-4 radar
Post war. Lengthened version of the AT-T tractor with a large radar unit on top.
Soviet 2S7 203mm SPG
Post war. Enormous “nuclear” self-propelled artillery piece.
Soviet AT-T tractor
Post war. Basically a big truck loosely based on the T-55 chassis.
U.S. M114 armored recon vehicle
Post war. Cousin to the M113. Also used by the ARVN.

U.S. M4 High Speed Tractor
WW2/Korea. Towed the Long Tom. Think of all those lonely AFV Club kits.
U.S. M6 or M6A1 Heavy Tanks
WW2. Actually standardized in 1942, but never deployed. Neato anyway.
U.S. M6 High Speed Tractor
WW2/Korea. Also towed the Long Tom and the 8-inch howitzer.
U.S. M19 Tank Transporter
WW2. The Diamond T. Once there were two kits, now none. WE’RE HEARING RUMORS...

U.S. M22 Locust
WW2. Wacky airborne tank.
U.S. M23 8-ton 4-wheel ammo trailer
WW2. Weird looking, but pulled along with every Long Tom.
U.S. FMTV Truck Series
Modern cab over trucks. Widely used everywhere today.
U.S. OPFOR Sheridan
Modern. Hey Jaguar, what do you think?
U.S. Quickway crane and White truck
WW2. Awesome truck and crane combo also includes a trailer.
U.S. 4-ton “Diamond T”
WW2. Cargo, dump and fabulous wrecker version.
U.S. 4-5 ton 4x4 Autocar Tractor
WW2. Also made by Federal. Used with a trailer. There was once a resin kit, but it is sadly no more.

U.S. Staff Cars
WW2. Maybe the Ford and the Packard types?
U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. Also a van back version.
U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.
U.S. “Mighty Mite”
Post-war miniature version of the Jeep.
U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.
U.S. M76 Otter
Modern tracked amphibian. Used by the Marines in Vietnam.

Conversions, Updates & Accessories
British Churchill-early variants
WW2. Its seems a natural thing for the Tamiya kit.
German Flak 18 conversion/update
WW2. Brass, barrel, etc. for the old Tamiya kit.
German Panzer IV F update
WW2. To spice up the ex-Gunze, now excellent DML kit.
German Ballistics Measuring Vehicle
WW2. Based on the 8-rad armored car. For the Tamiya kit.
German update set for the sWS
WW2. It sure could use it.
German Steyr Fire Tender
WW2. Conversion for the Tamiya kit.
German Hetzer Interior set
WW2. For the DML kits.
German Panzer II Interior and Engine set
WW2. For the Alan/DML kit.
German Panzer I Interior and Engine set
WW2. For the Italeri kit.
German Panzer IV L/48 or L/70 Interior set
WW2. For the DML kits.
German Panzer III E through H Update and Detail set
WW2. For any of the DML kits.

German Panzer IV G conversion
WW2. Not too difficult. For the Tamiya H or J kits.
German Mercedes-Benz 1500 A
WW2. Conversion for the Tamiya Steyr kit. Basically the same body work with front end differences. Command car, too!
German Fox NBC Vehicle
Modern. Conversion for the Revell of Germany 6 x 6 armored car.
German Leopard 2A4 conversion
Modern. For the fabulous new Tamiya Leopard 2 A5. Real simple; just a turret and some other bits.
Soviet SCUD A
Post-war. Possibly based around one of the JS kits now in production.
Soviet Katyusha rocket launcher
WW2. For the Tamiya GMC 2.5 ton truck.
Soviet T-72 ARV
Modern. For the Tamiya kit. How about some other conversions for this great Tamiya kit?

U.S. M19 Motor Carriage
Korea. Dual 40mm mounted on the Chaffee chassis. For Italeri.
U.S. M27 Bomb truck
WW2. Basically a GMC 353 with a dolly for bombs on the back. Conversion for the Tamiya kit.
U.S. M37 Motor Carriage
Korea. 105mm mounted on the Chaffee chassis. For Italeri.
U.S. M39 Utility Vehicle
WW2/Korea. Basically a turretless M18 with a slightly altered interior. Conversion for either the Academy or the AFV Club kit.
U.S. M35A3 Truck
Modern. The most modern version based around the AFV Club kit. Tires, body work and a few other doo-dads would do it.
U.S. Mk 48 Logistical Vehicle System
Modern Marine Corps and Army tractor version of the Oshkosh truck used as a trailer hauler. Might be possible to convert it from the Italeri kit.

U.S. Oshkosh M1070 8x8 truck
Awesome modern tank hauler used in conjunction with the M100 trailer. The ultimate Dragon Wagon. WE’RE HEARING RUMORS...
U.S. M74 Recovery Vehicle
Post-war conversion of the M4A3E8. More modern version of the M32. Also used extensively by the Bundeswehr.
U.S. M3 half-track truck cab
WW2. With sheet steel cab and cargo bed. Used early in the war.
U.S. early Bantam Jeep conversion
WW2. For the new Tamiya kit.
U.S. early Ford GP Jeep conversion
WW2. For the new Tamiya kit.
U.S. Studebaker cab
WW2. For the Tamiya 2.5 ton truck.
U.S. GMC 352 conversion
WW2. Short wheel base version. For the Tamiya 2.5 ton truck.
U.S. GMC COE conversion
WW2. “Cab over engine” version with longer bed. For the Tamiya 2.5 ton truck. THIS IS SO EASY, IT’S NOT FUNNY.
U.S. M26A1 Dragon Wagon Soft Cab conversion
WW2 & Post-war. Easy, really, when you think about it.

U.S. alternate pattern tires
WW2 & Post-war. There were several types. Check out pictures of the Dragon Wagon or Long Tom in combat.
U.S. M15A1 Fruehauf trailer conversion
WW2 & Post-war. Stupid easy. Just two pieces of resin for the sides and the ramps.
U.S. Sherman comprehensive update set
WW2. Including stuff like the proper tail lights, etc.
U.S. Tank Engine Set
Similar to what Tamiya did for the German heavy tanks. Different radials for the Shermans, LVT’s, etc.
U.S. T-66 link-to-link Tracks
WW2/Korea. Used on the HVSS Sherman and the early Pershing. ANNOUNCED FROM RHPS & AFV CLUB.
U.S. T-80 link-to-link Tracks
WW2/Korea. Steel chevron double block. Used on the HVSS Sherman, the early Pershing and the M46. ANNOUNCED FROM RHPS & AFV CLUB.
U.S. T-88 link-to-link Tracks
WW2/Korea. Rubber chevron double block. Used on the HVSS Sherman, the Pershing and the M46. AFV Club help us! ANNOUNCED BY RHPS & AFV CLUB.
Correct Bradley Family Drive Sprocket
The DML MLRS is the closest. Suitable for 3 Bradley, 2 MLRS and 3 LVTP versions.

Cool Stuff at Roll Models

Aber 1/35 Armor Photo-Etch	IT0286	Tiger I Ausf E	\$21.75	PT35018	T-34 ICE CLEAT	\$8.00	TM35162	Schutzenpanzer Marder 1A2	\$19.50	TG35021	Tiger II #3 Henschel	
AB35050 RSO w/Pak 40 Driver's Cabin	IT0287	Mercedes Benz WW II Truck	\$15.75	PT35019	SU-100 set.1	\$21.00	TM35163	Japanese Type 61 Tank	\$19.50	TG35022	Panther #4 Ausf D	\$5.25
AB35051 RSO w/Pak 40 Firing Platforms	IT0290	Panther 'D' Early	\$21.75	PT35020	SU-100 set.2	\$17.75	TM35164	King Tiger Henschel Turret	\$30.75			
AB35052 Brumbar Sdkfz 166 - Lt (DML)	IT0291	M110 A2 (203mm)	\$21.75	PT35021	StuG III Ausf.E Conv	\$21.00	TM35165	King Tiger Track Link Set	\$16.25	Warrior Models of Poland 1/35 Resin Kits		
AB35053 Panther FFI	IT0292	M-977 Oshkosh Truck	\$28.25	PT35022	StuG III A/B/C/D Fenders	\$13.00	TM35166	King Tiger 88 Projectiles 13pc	\$8.75	WMP35001	Fiat Autoblinda AB 43	
AB35054 PzKpfw III M/N	IT0293	Tiger 'E' Late	\$21.75	PT35023	StuG III E/F Fenders	\$13.00	TM35167	King Tiger PE Grille Set	\$7.25		Armored Car	
AB35055 Sdkfz 140/I Details	IT0294	Sdkfz 234/I	\$15.75	PT35024	Sd.Kfz. 9 FAMO	\$13.00	TM35168	Japanese Type 74 MBT	\$21.75	WMP35002	Fiat Autoblinda AB 40/41	\$70.00
AB35056 PzKpfw I F	IT0297	ZIS-5 Soviet WW2 Trk	\$15.75	PT35025	Sd.Kfz. 250 NEU	\$13.00	TM35169	King Tiger Porsche Turret	\$30.75		Armored Car	
AB35057 Willys Jeep	IT0298	M-978 Fuel Tanker	\$28.25	PT35026	Sd.Kfz. 250 NEU FENDERS	\$13.00	TM35170	Panther Type G Early Version	\$30.75			
AB35058 GMC 6X6 Detail Set	IT0299	Sturmiger 38cm Asslt Mortar	\$21.75	PT35027	Sd.Kfz. 250 NEU	\$17.75	TM35171	Panther Type G Track Link Set	\$16.25	Warriors 1/35 Figures & Details		
AB35059 GMC Hard Cab Details	IT0304	Afrika Korps	\$5.25	PT35028	Sd.Kfz. 250 NEU 20mm Recon	\$12.00	TM35172	Panther Type G PE Grille Set	\$7.25	WAR35299	German Infantryman 40-43	
AB35060 Cromwell Mk. IV	IT0308	British Tank Troops/Access	\$5.25	PT35029	Sd.Kfz. 250/8 Stummel (DML)	\$7.50	TM35173	Panther 75mm Projectile Set	\$8.75	WAR35300	German Infantry Feldwebel	\$9.75
AB35061 Cromwell Mk. 1 Conv	IT0312	Kubelwagen	\$8.25	PT35030	Sd.Kfz. 250 Alte	\$21.00	TM35174	Panther Type G Steel Wheel	\$35.25	WAR35301	C'wealth Infantryman (Trop)	\$9.75
AB35062 PzKpfw III L 'Luchs' Detail Set	IT0313	Schwimmwagen	\$8.25	PT35031	Sd.Kfz. 250 ALTE - FENDERS	\$17.75	TM35175	Brit Universal Carrier Mk. II	\$14.00	WAR35302	Arm Set #2 (Tunic Arms)	\$9.75
AB35063 PzKpfw I Ausf B (ITA/ZV)	IT0314	Willys Jeep	\$8.25	PT35032	Sd.Kfz. 250/11 Panzerbuchse	\$9.00	TM35176	Panther Type G Late Version	\$30.75	WAR35303	Sdkfz 250 Crew Bailing Out	\$6.75
AB35064 PzKpfw I Ausf B Upper Hull	IT0315	BMW R75 & Sidecar	\$8.25	PT35033	Steyr 1500A/O1 (TAM)	\$21.00	TM35177	38cm Assault Mortar Sturmiger	\$35.25	WAR35304	G'Deutschland Grndrs Running	\$18.00
AB35065 PzKpfw I Ausf A (ITA/ZV)	IT0316	Zundapp & BMW	\$8.25	PT35034	Steyr 1500A (TAM)	\$15.00	TM35178	Sturmiger 38cm Ammo	\$15.50	WAR35305	SS Infantryman Walking	\$18.00
AB35066 PzKpfw I Ausf A Upper Hull	IT0319	M101 Howitzer	\$8.25	PT35035	Sdkfz. 251 D (TAM)	\$17.75	TM35179	Tiger I Series Etched Grille	\$7.25	WAR35306	SS Grenadier Running/MG 42	\$9.75
AB35068 Panzerjager I Basic Set	IT0320	Commando Jeep	\$8.25	PT35036	Sdkfz. 251 D Interior (TAM)	\$17.75	TM35180	German Tank Maint Crew	\$10.25	WAR35307	Arab Tank Crew 58-80	\$9.75
AB35069 Panzerjager I Gun Shield Early	IT0325	Truck Crew (6 figs)	\$5.25	PT35037	Sdkfz. 251 D stow bins (TAM)	\$17.75	TM35181	German Panzer IV Type J	\$29.25	WAR35308	Wounded Head Set	\$18.00
AB35070 Panzerjager I Gun Shield Late	IT0352	Soviet Cavalry WW II	\$8.25	PT35038	Sdkfz. 251 D-Fenders (TAM)	\$7.50	TM35182	Panzer IV 78mm L48 Projectile	\$8.75	WAR35309	Panther Commander/Turret	\$5.25
AB35071 Panzerjager I Upper Hull	IT0355	Pak40/4 Raupenschlepper	\$21.75	PT35039	Sdkfz. 251/9 D K'Wagen (TAM)	\$17.75	TM35183	Panzer IV Photo-Etched Parts	\$7.25	WAR35310	SS Machine Gunner	\$12.00
AB35072 M8 Greyhound (w/decals)	IT0356	SWS 15cm Panzerwerfer 42	\$21.75	PT35040	MtSPW50Kfz. 251/I D (TAM)	\$13.00	TM35184	German Machine Gun Crew	\$8.75	WAR35311	German Early War Tank Crew	\$12.00
AB35073 Sdkfz 250/I Neu	IT0358	Panzerjager w/4.7cm Pak	\$18.75	PT35041	Sdkfz. 251/3-IV D 'ROSI' (TAM)	\$15.00	TM35186	German Fuel Drum Set	\$5.50	WAR35312	Afrika Korps Tunisia	\$24.75
AB35074 Sdkfz 250/8 Stummel	IT0359	T-26 Soviet Tank	\$18.75	PT35042	Sdkfz 251/I D Bk doors (TAM)	\$7.50	TM35188	German Tank Ammo-Load Crew	\$8.75	WAR35313	Waffen-SS Tanker Pointing	\$24.75
AB35075 Sdkfz. 250/9 Neu 2cm 'Recon'	IT0360	SWS German Cargo Half Track	\$21.75				TM35189	Tiger I Brass 88mm Projectiles	\$8.75	WAR35314	Arm Set #3 (10)	\$9.75
AB35078 SU-85 & SU-100	IT0361	Magirus RSO/03 Towing Pak 40	\$28.50				TM35190	US Medium Tank M4 Sherman	\$29.25	WAR35315	H-G Troops (2 Figs)	\$6.75
AB35079 Kubelwagen 82 (TAM/DML)	IT0362	Bergetiger Sdkfz 185	\$21.75	Schiffer Books			TM35191	M4 Sherman 75mm Projectiles	\$8.75	WAR35316	FAMO Crew Cmdr/Driver(3)	\$18.00
AB35080 Schwimmwagen 166 (TAM)	IT0363	Flak 43	\$12.00	S06079-0	Mr. Churchill's Tank	\$33.75	TM35192	US Army Assault Infantry Set	\$8.75	WAR35317	FAMO Crew #2	\$24.75
AB35083 M20 Armored Car	IT0364	M8 Greyhound	\$15.75	S07050-9	German StuG in WW2	\$18.75	TM35193	German Infantry Mortar Team	\$7.25	WAR35318	Italian Tank Crew (3 Figs)	\$18.00
AB35086 sPzB41 A/T Gun&4 Sdkfz 250/I	IT0365	Leopard 2A5 KWS	\$21.75	S07051-7	Jagdtiger Technical History	\$37.50	TM35194	German Tiger I Mid Prodction	\$33.75	WAR35319	Waffen-SS Grenadier Walking	\$24.75
AB35091 DKW German Motorcycle	IT0366	M-20 Armored Car	\$15.75	S07052-4	Jagdtiger Op History	\$37.50	TM35195	Hanomag 251/I AUSF.D	\$23.25	WAR35320	Israeli Head Set #2	\$9.75
AB35092 Centaur C.S. Mk IV	IT0367	M925 ST Shelter Truck	\$21.75	S07058-4	Viet Cong: Photo Portrait	\$30.00	TM35196	Ger Front-Line Infantrymen	\$8.75	WAR35321	German Head Set #33	\$6.75
AB35093 Sdkfz. 9 FAMO Part 1	IT0368	Opel Blitz Shelter Truck	\$15.75	S07069-X	Waffen-SS Commanders	\$45.00	TM35197	StuG III Ausf G Early	\$27.75	WAR35322	Wehrmacht Tanker Fig/Map	\$6.75
AB35094 Sdkfz. 9 FAMO Part 2	IT0369	M-1036 Hummer/TOW Lanchr	\$12.00	S08080-9	G-2 Intelligence for Patton	\$11.25	TM35198	StuG III Brass Projectiles	\$8.75	WAR35323	US 3 Inch Ammo Set 40 pcs	\$9.75
AB35095 SU-122 (TAM)	IT0370	SWS Heavy Half-Trk/Flak 43	\$28.25	S08091-5	Russian Tanks/AFV's 17-45	\$30.00	TM35199	StuG III Photo Etched Grille	\$7.25	WAR35324	Russian Tankers At Rest	\$12.00
AB35096 Pak 38	IT0371	Demag D7 w/2cm Flak	\$18.75	S08093-8	Russian Tanks/AFV's 46-00	\$30.00	TM35200	German Self-Prop Howitzer	\$27.00	WAR35325	SS Grenadiers 40-43 (3)	\$18.00
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Funk Yeah!

Join as we sneak a peek at J.J.Fedorowicz's upcoming history of German Army remote controlled armor units

Funklenkpanzer: A History of German Army Remote- and Radio-Controlled Armor Units, J.J. Fedorowicz's new hard-cover release has us wagging our tails in anticipation. It's chock full of factory and field shots of German remote and radio controlled armor equipment. Many, of course, that you've never seen before. This book has a surprise or two for even the most studied armor enthusiasts. We were especially shocked to

see combat photos of vehicles that we had previously only seen in factory photos captioned as "one-offs." There are also many unusual configurations on familiar vehicles. We got a big kick out of seeing the armored boxes that were constructed for the backs of Panzer III turrets. These housed the additional radio sets used to control the remote vehicles. And talk about those remote vehicles—there are more pictures of the little Borgward tractor here than we've ever seen in one place. A very cool ride!



A) A Borgward demolition-charge carrier follows its command vehicle, a StuG G. (Susenbeth) B) This Sd. Kfz. 265 was used by a battalion commander. It is devoid of any tactical insignia. (BA) C) A first look at the cover artwork.





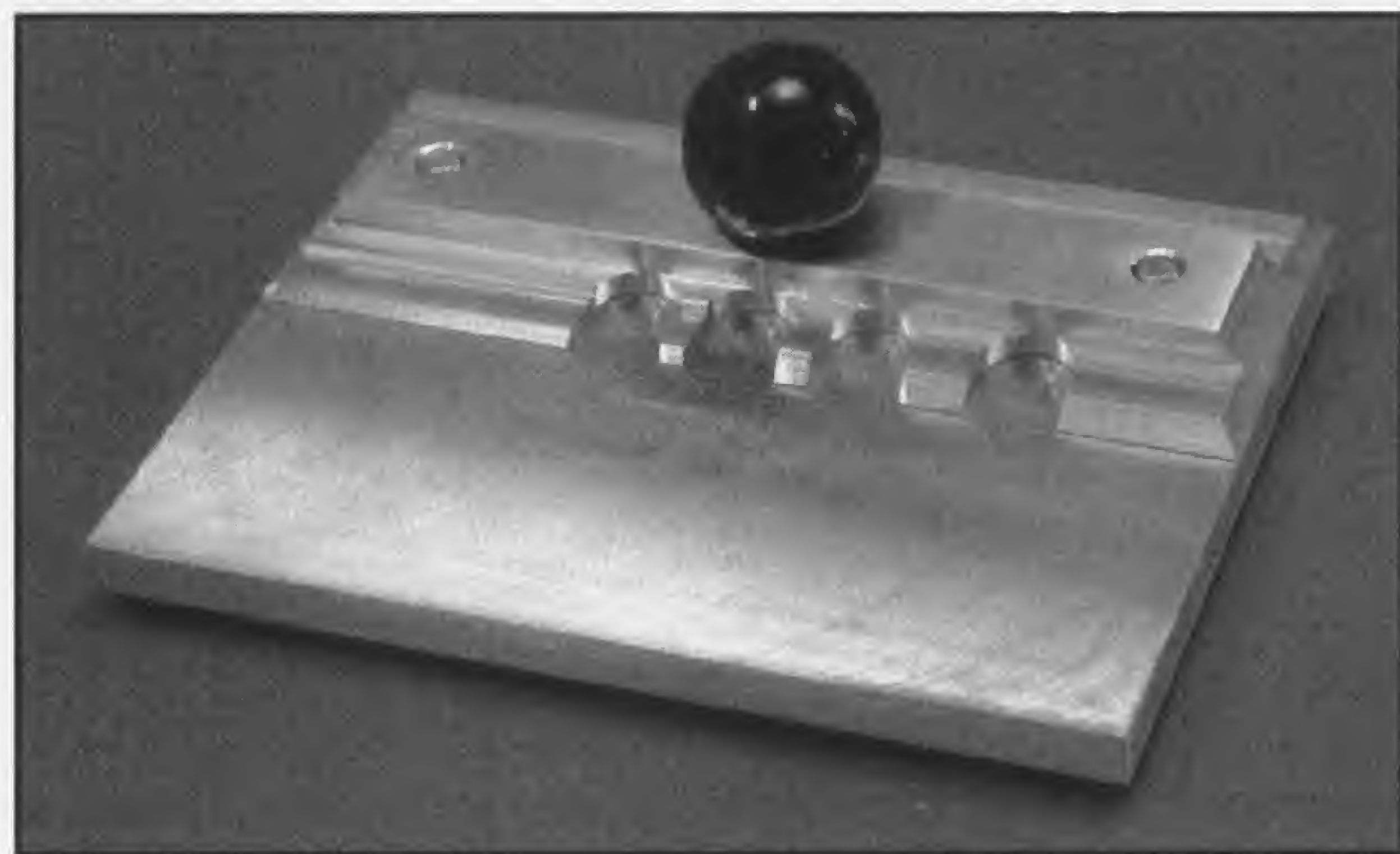


D) A Panzerbefehlswagen IV and two assault guns of Panzer-Abteilung (Fkl) 302 during the fighting in Warsaw. (Fiedler) E) A Panther in front of the Panzer-Abteilung (Fkl) 302 vehicle garages. Next to it is the experimental version of the Borgward BIV, Ausführung C. Note the cover on the engine compartment. (Jakob) F) Also taken during the Warsaw fighting, this BIV has apparently become disabled through a mechanical problem. The demolition-charge container is still on the vehicle.

Combat engineers and flame-thrower teams advance through artificial smoke. (Wilhelm) G) An excellent close-up of a StuG G command vehicle of the Panzer-Abteilung (Fkl) 302. The track link holder normally mounted on the rear of the superstructure has been mounted to the front glacis plate. H) With the casual stance of a sports-car enthusiast, this driver waits for his orders after reaching the jump-off position. (Fiedler)



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SUPER DROOPER

Building the Resicast Bedford QLT

The high trucks had two doors at the back, opening outwards, and a mounting step on left and right. Along the sides were tip-up seats for passengers, facing inwards, and, down the center, there was another row of seats facing in alternate directions. The actual sides of the infantry space were not armoured, a fact responsible for the terrible tragedy at Ibbenburren, where the Infantry drove straight into the fire of Spandau machine guns and suffered heavy casualties. In front was the cab for two R.A.S.C. drivers, with its circular lid for an air sentry, who found that, by the time he had cocked his Bren, the enemy aircraft was about two miles past. They were cold and draughty. The infantry space was too cramped. If anyone had told us that they were to be our homes for several hundreds of miles we should have made a very biting reply. If anyone had told us that we should grow fond of their warm, cozy fugginess when their canvas screens were fastened down, we would have said they were mad.

—From "The Only Way Out"—
An Infantryman's Autobiography of the North West Europe Campaign August 1944 - February 1945. R.M. Wingfield, Hutchinson Publishers Ltd., London 1955.



The Bedford QLT is the third truck offered from Resicast and matches their superb Bedford QLR and QLD in quality casting and accuracy.

The Bedford Lorry, 3-ton, 4X4 QLT (Trooper) was built on the same chassis as the QLD, but the chassis was extended to support the longer body of the QLT. This extension was often subjected to severe strain and stress and sometimes caused sagging. As a result the QL "Trooper" was affectionately called the QL "Drooper."

The QL Trooper was reliable, fairly economical, performed well and was pleasant to drive, despite its engine's characteristic scream. The truck was 21 feet, 10 inches long and 9 feet, 8 inches wide and was powered by a six-cylinder petrol engine. Approximately 3,373 trucks were produced between 1941 and 1945. Many soldiered on after the war and a few are still seen in the care of vehicle preservationists and collectors.

Changes from the QLD included the repositioning of the spare tire (10.50 x 20 inches) to a cradle or frame below the chassis and the extension of the exhaust system. Two 16-gallon petrol tanks also replaced the single 28-gallon tank of the QLD and were fitted under the chassis

overhang. Various wood and steel pattern bodies built by Austin and Marshall were seen in service. The steel body type featured two inward opening doors at the forward end of the troop area for rapid egress. The rear of the body was fitted with two full-width outward opening doors, the offside door having brackets and straps for a bicycle to be transported. Thus, there were four formal entry and exit doors for the troopers. Folding steps were attached to the body to assist in loading or debusing. Jumping over the side was the fastest, but also hurt the most on landing, especially in full kit.

The steel body was made up of a welded steel frame, sheet metal panels and a hardwood floor. The QLT carried three bench-type seats. One down the center line of the vehicle that could be removed and stored in a recess under the floor of the body and two others that could be folded against the sides. The bench type seats were supported by spring loaded struts, which provided a more comfortable ride for the occupants. This seating arrangement allowed the QLT to be converted to a general service load carrier, depending on the need. The QLT could carry 29 fully armed troops in separate seats in the rear body and two in the cab, or a substantial load if arranged well forward in the cargo area.

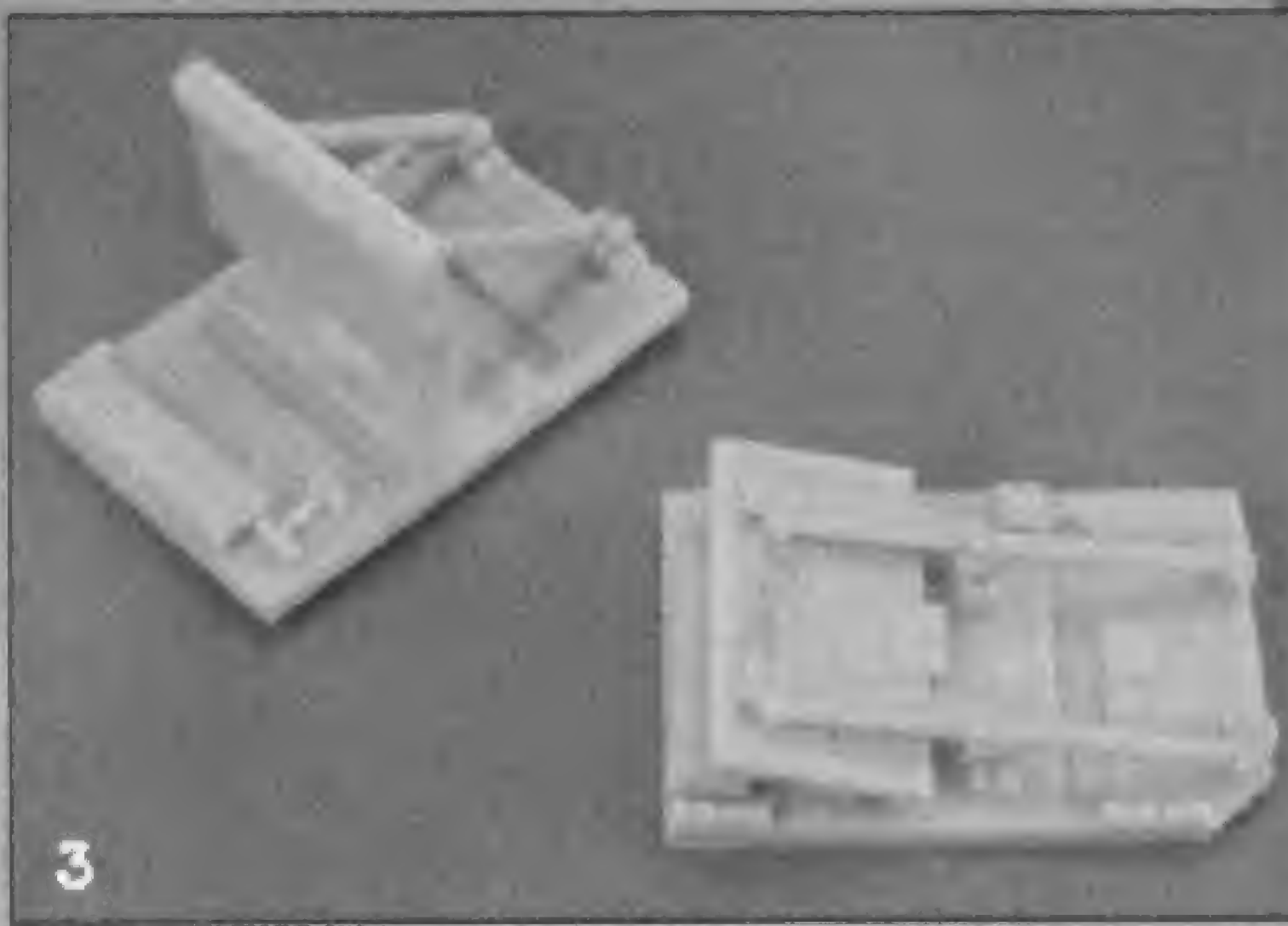
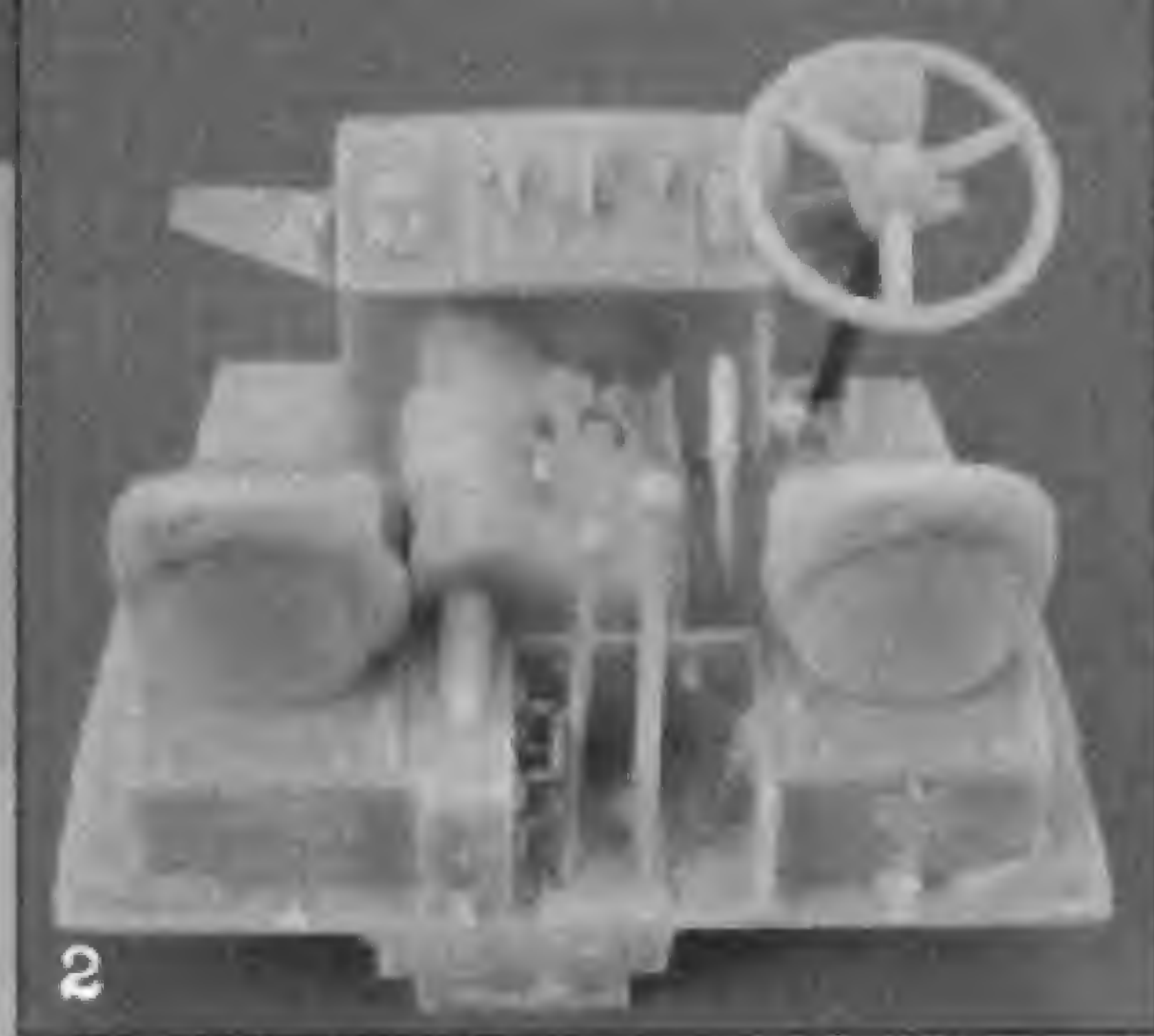
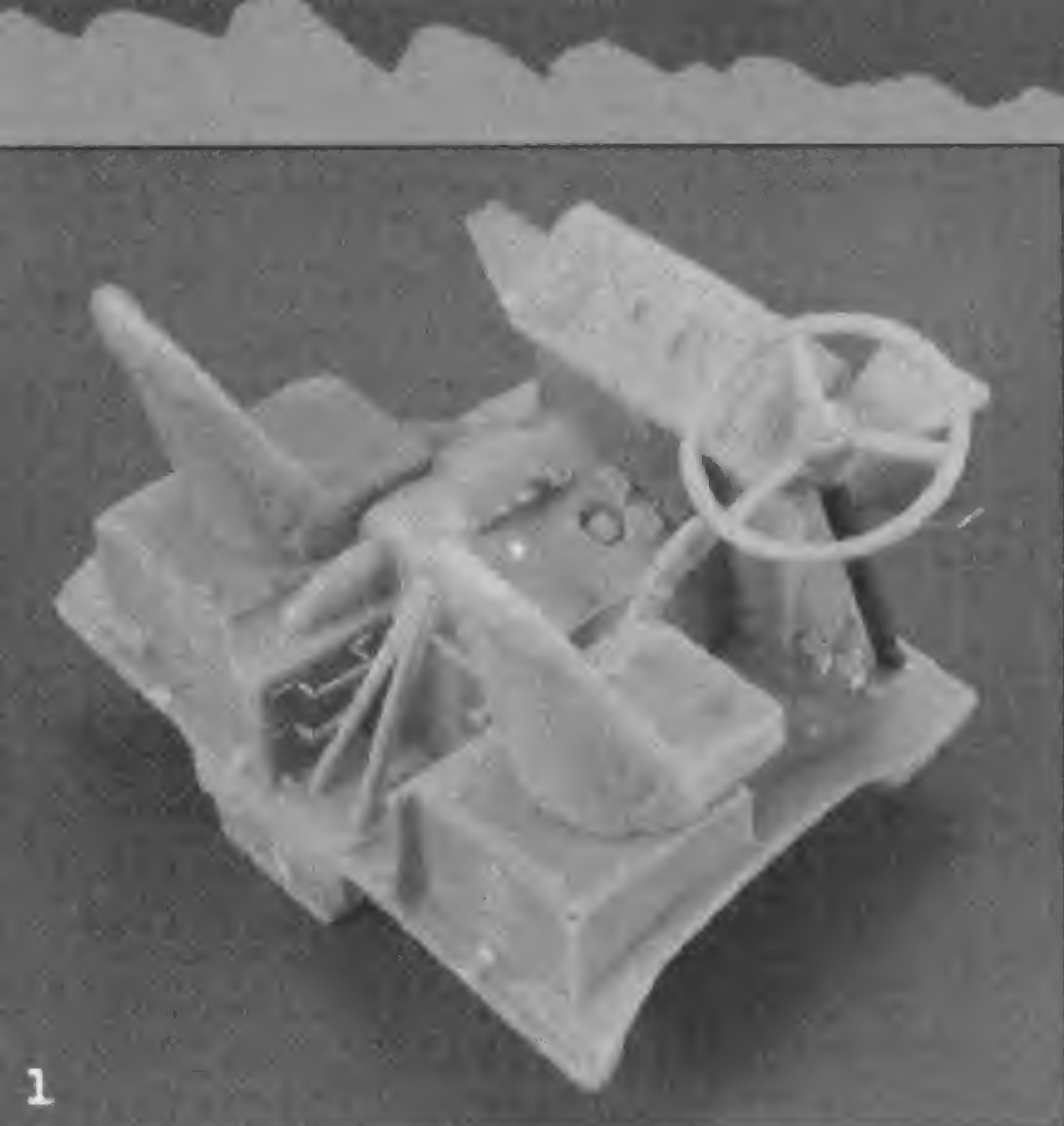
The canvas tilt was fitted over tubular steel supports, called bows or hoops, and formed three separate curtains on each side of the vehicle. These could be rolled up and secured by straps and buckles. A

flap was also provided at the forward end of the tilt to allow for the operation of anti-aircraft weapons. A wooden box for stowage was provided for the anti-aircraft Bren gun and served as a seat or stand for the gunner. Many late production cabs also provided a hip ring in the roof of the cab for aircraft defense.

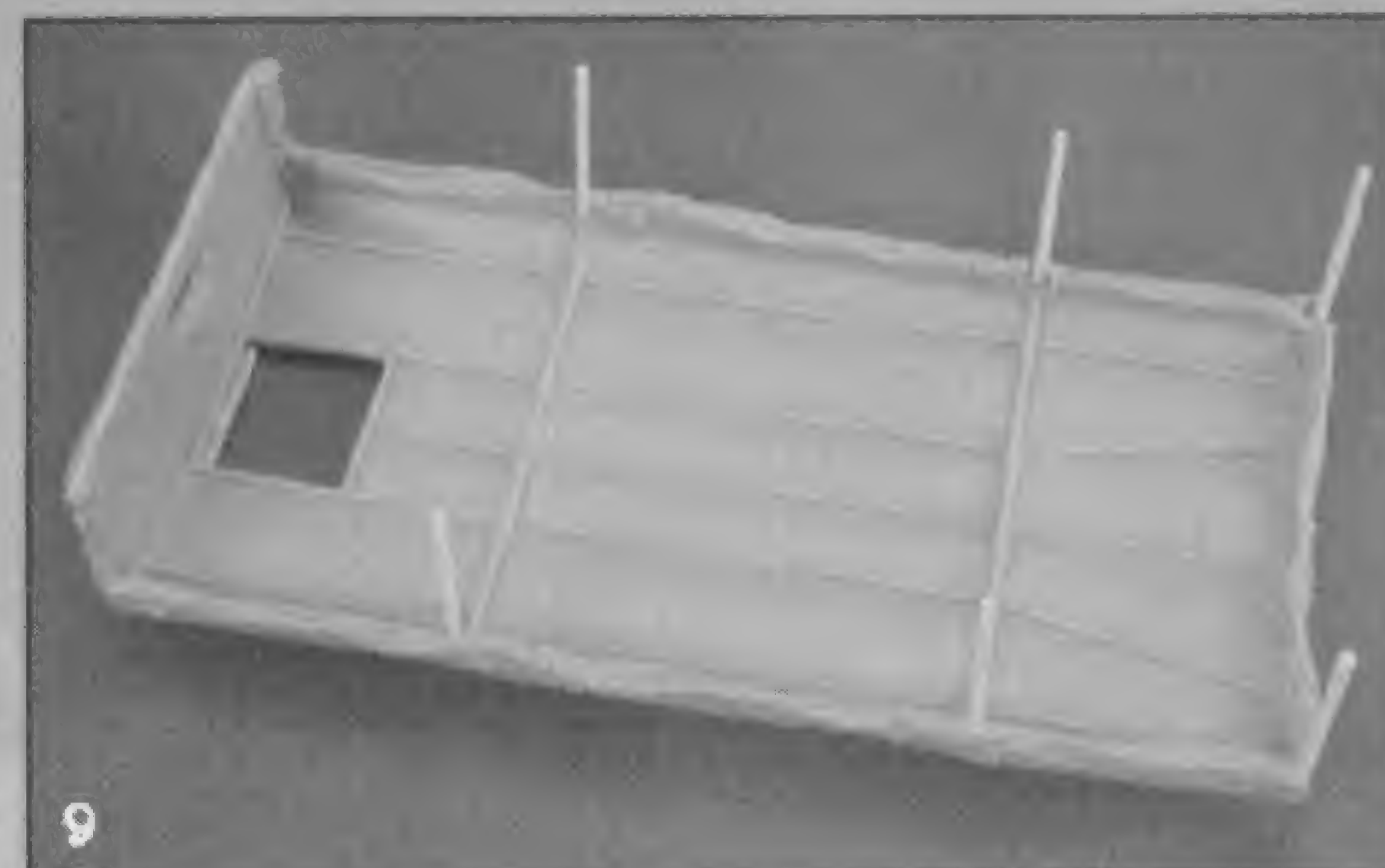
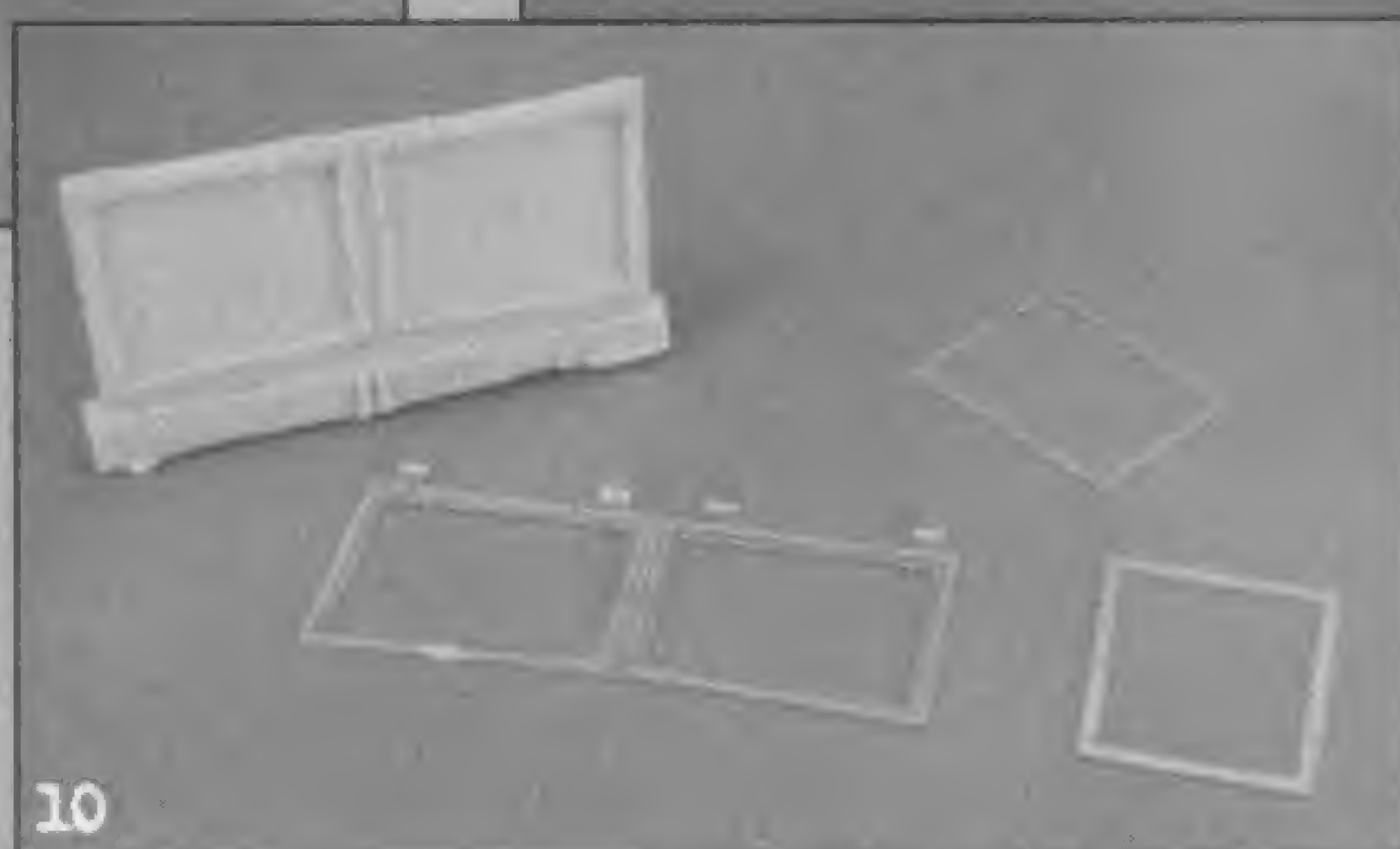
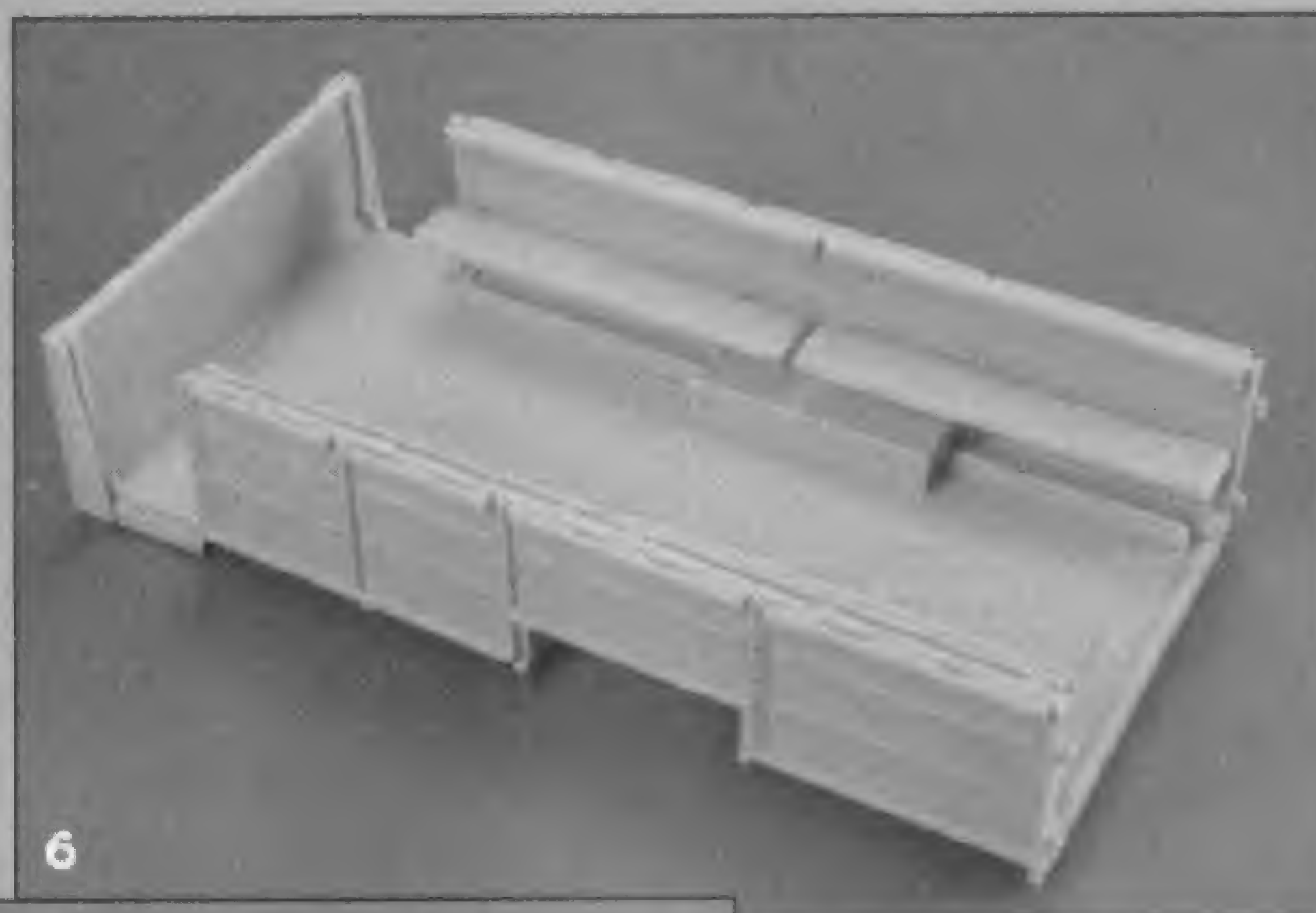
Resicast resin

The QLT kit comes in Resicast's stout box with photos of the completed model on the top and side. It is well protected in bubble packaging and parts come in individual plastic baggies. There are approximately 178 resin parts and two photo-etched frets that contain about 48 parts. The parts are well cast, with extraordinary detail and virtually no bubbles or warping. The parts are very well designed and the detail has to be seen to be appreciated. The resin plugs are easy to remove, due to the well thought out casting methods.

Resicast has changed its instructions and has come up with a new 16-page booklet. Listed are all the parts provided for the general QL and the parts that are specific for the QLT. Photo-etched parts are listed and a template provided to aid in identification and assembly of parts. There are nine steps for completion of the model and each step describes the specific assembly sequence for the cab, chassis, spare wheel carrier and so on. The final step describes painting the vehicle and tilt. Photocopies of photographs make up most of the assembly instructions and match the different steps. The copies are clear and have the appropriate resin parts numbered, and the metal parts are clearly illustrated with arrows and numbers, as well. The copies of photographs show



1, 2. Driver's compartment showing detailed dashboard, foot pedals, gear and brake levers, seat covers with buttons and other cab fixtures. 3. Close-up of side doors with seats in closed and open positions for variation. Doors opened to the inside only. 4. Steps for side and rear of body assembly. The side steps may need slight adjustments in height to keep the step horizontal. 5. Body assembly showing seat pistons and attachments, floor fitting for center seat attachment, Boot guards and photo-etched sidewall brackets. 6, 7. Body assembly with boxed wheel wells, covered seta in raised and lowered positions, seat pistons, Boot guards and handles along the outer edge of the body. 8, 9. Various views of the tilt showing detailed hoops and frame and fabric texture. Some adjustment was required to keep the frame straight. Putty and white glue was used to fill joints. The fabric detail of the tilt is very well modeled 10. Resicast provides a choice of either a resin windscreen or a part photo-etched version. Clear acetate is provided for the glass panel.



facing up; position of the drop arm will determine direction of the wheels. The front wheels have a ball and socket arrangement so they can be displayed with the wheels turned in any direction. Make sure all four wheels touch the ground before fixing in place. The two petrol tanks were then glued to the chassis and the caps, along with connections, were added.

Spare wheel carrier assembly

The film was removed from the main carrier and the parts lightly sanded and cleaned up. The parts for the carrier assembly were sorted so that a dry run could be carried out using the photocopies of the real vehicle and the

partly built model. Care should be taken to get the correct direction of the fittings and angle irons. This part of the construction was fiddley, especially when trying to keep the angles correct and still fit them to the chassis. The carrier was put together, then the spare wheel was added and everything was finally attached to the underside of the chassis. Fine rod was used to connect the carrier to the chassis and acts as a locking device for the spare wheel. The exhaust was cut free from the film, sanded and attached to the undercarriage of the truck. References show that the exhaust system was elongated to carry exhaust fumes to the rear, well away from the passengers. Resicast provided piping from the exhaust manifold up to the muffler. Depending on references, an extension to the rear wheels may be in order.

QLT body assembly

The casting film was removed from the opening for the side doors with a fine saw. The backrest cushions were then attached to the sides of the body. The brackets for the seats were added next and care must be taken as there are left and right handed brackets with the bolts. Resicast provided many extras, as they are aware of the phenomenon of tweezer launch in this hobby! Reference was made to the drawings provided and the appropriate brackets placed on the sides and floor of the chassis. The brackets need to be spaced carefully in order to hold the seats snug. Small knobs and holes in the brackets allow the seats to be raised up and down, so the attachment of the struts was straightforward.

There are four body reinforcements included in the photo-etched fret. Two are required for the rear doors and two for the side doors. Photos from the instruction sheet show their exact placement.

The side doors were constructed next, and, again the drawings were needed for proper assembly and details for the attached seats. One seat was assembled

various assembly stages of the kit and are quite easy to follow. There are also five sketches that clarify positioning of some of the parts to assist

shelves (P13), that form the glove compartments were glued on. The steering wheel, support and column were put together and added to the cab. The accelerator pedal was cut from the photo-etched fret and glued to the front of the cab, making sure it did not foul the floor when added. The rear window plate was attached in the closed position. At this point of construction, Resicast recommends that the cab interior is painted before any further assembly or detail work is added to the cab.

Chassis assembly

The kit's chassis was well detailed and had two lengths of wire imbedded in the resin to keep the frame strong and straight. All the film between the cross members was carefully removed and the first crossbeam removed. The transfer case and support were attached, followed by the front and rear suspension. The two axles have brass tube strengtheners imbedded in the resin so there is little chance of warping with age. The U-joints and drive shafts were connected next. There was a little confusion here, as the instructions indicate to use part I, but this part is labeled HA on the resin plug. Part O appeared as resin part CS and A was located as resin part EB. Careful attention to the shape of the parts allowed easy identification and the mix-up was easily sorted out. These mix-ups were probably because Resicast uses generic parts from the QL kit to produce the various versions of the Bedford truck.

Two oil reservoirs were provided, one was attached on the side of the chassis and the other to the side of the oil pan. Shock absorbers were constructed from spare plastic rod and glued on. The wheels were attached next. Resicast has identified them to prevent mix up and ending up with tire tracks in the wrong direction. The letters need to be carefully filed off, as they would show on the completed model. The casting and detail is superb and the splines on the front hubs can be seen. The right front wheel needs to be fixed in position with the attachment for the steering knuckle

in assembly. Photocopies of 19 close up photographs of an actual QLT are also provided. They show the location of small parts and fine details of the cab, body and tilt for easy reference. These new instructions are much crisper, simpler and clearer than previous efforts by Resicast and should be welcomed by all.

The kit was put together by using cyanoacrylate glue. The parts were cut from their plugs with flat nippers, a fine saw or scored with a sharp knife and gently broken off. Once free from the plugs, the parts were carefully sanded on wet/dry sandpaper attached to glass for a perfectly flat sanding surface. Care was taken to reduce dust ingestion by using exhaust fans and a dust mask. Moistening wet and dry sandpaper can also result in dust free sanding. As the kit was constructed, each step of the instruction sheet was checked off with a pencil and then the finished piece checked against the pictures. This reduced errors and checked accuracy. Parts were sometimes lettered with the pencil to avoid mix-ups.

Cab assembly

Extra resin was cleaned off the cab and cab floor and the assembly of the kit was started. The gear levers were fixed in position on the cab floor and the pedals attached. The oil hatch was left open and the engine cover handle was fixed in position. Two handles (P9) were attached to the gear lever bay and the third was glued to the center rear wall of the cab. The dashboard was added to the top of the radiator cover and the two



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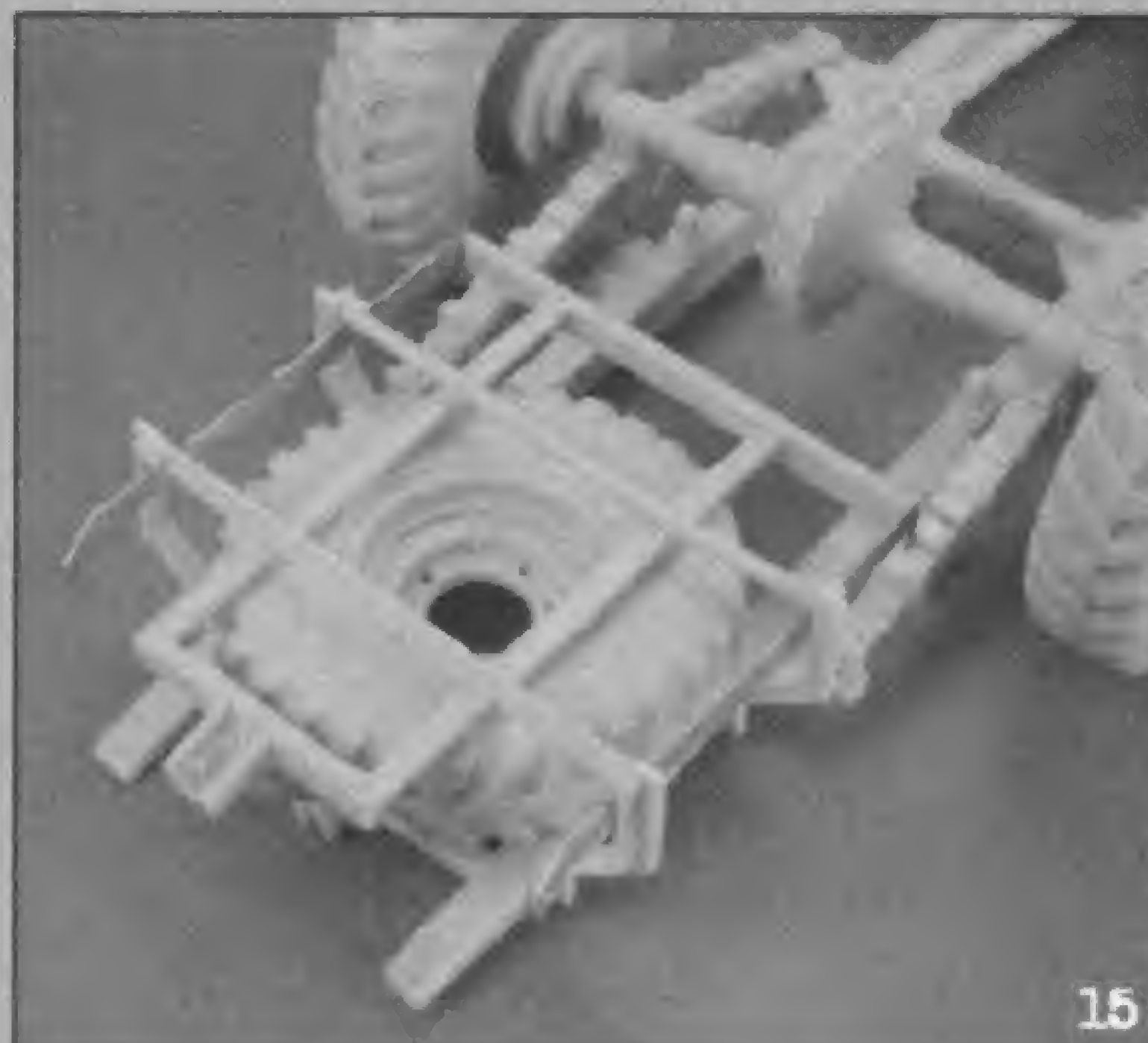


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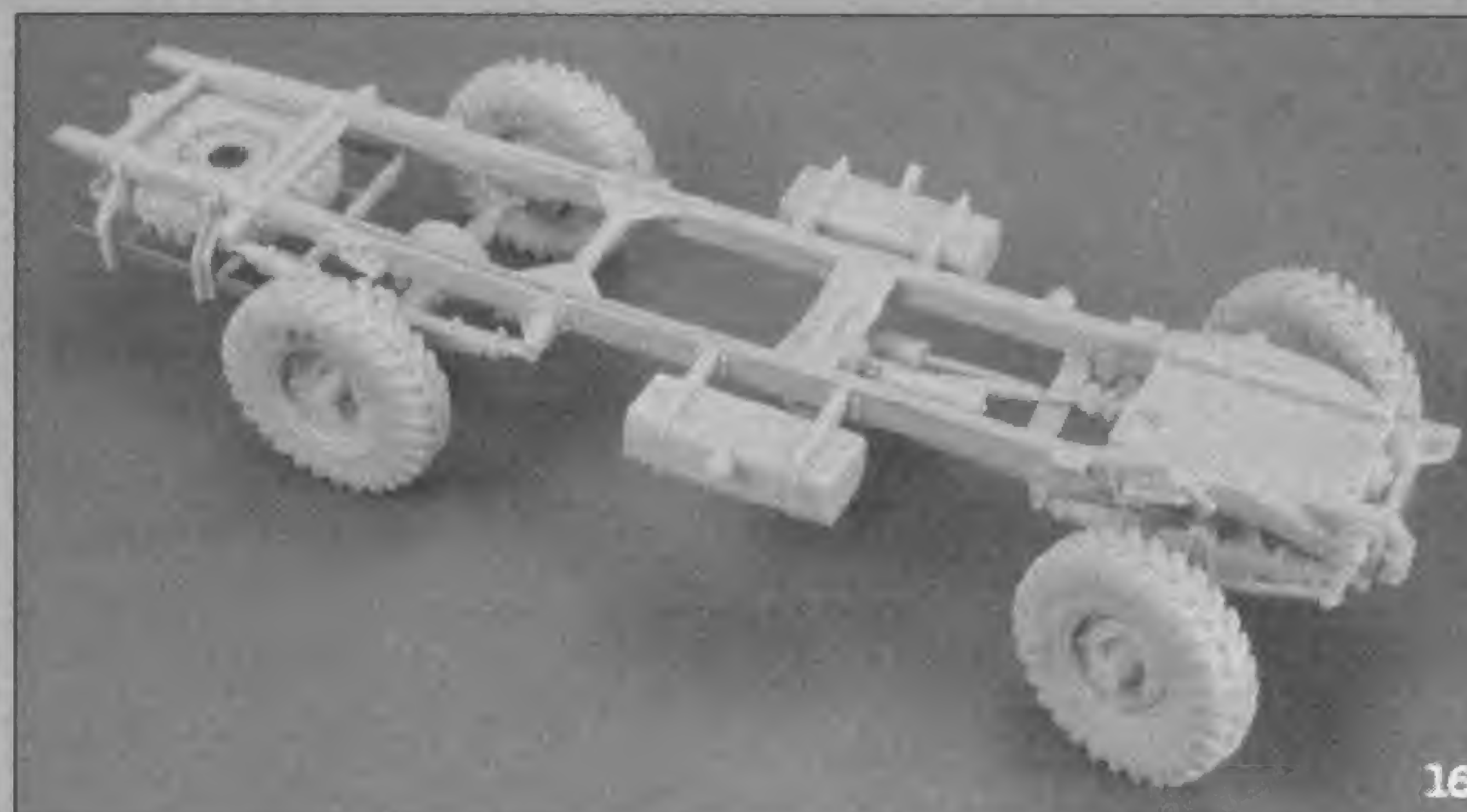


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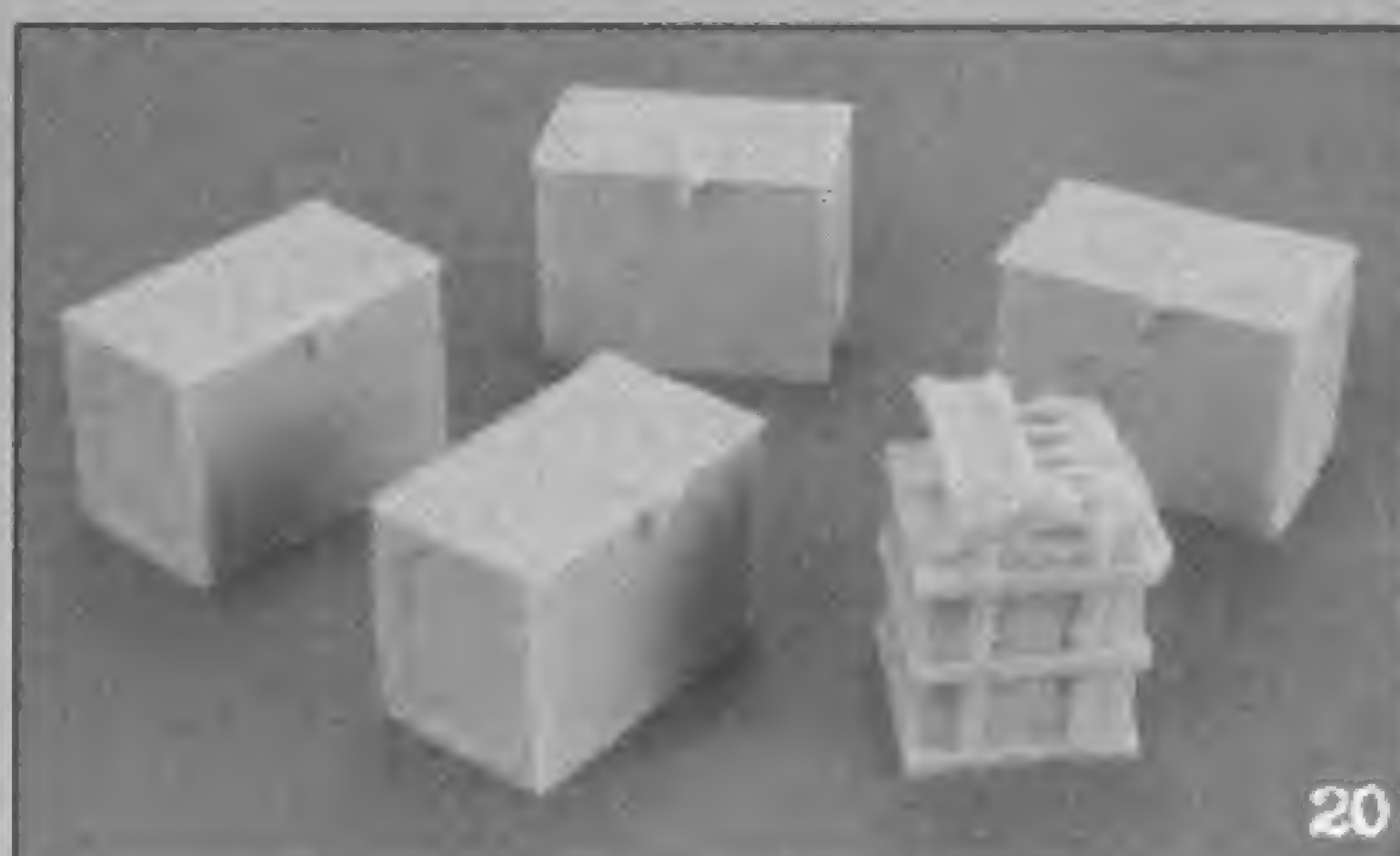
11. Close-up of assembled traffic indicator or trafficator plus the hooded light to reduce light signature. 12. Rear wall of cab shows two Lee Enfield rifles with canvas bolt covers, grab handle. The headlight on the starboard side was omitted on many vehicles. 13. Backside of cab showing tool and grab handle attachment points. The doors were fixed in position after the final painting. 14. 3/4 view showing assembled traffic indicator; brush guard; radiator cold weather shroud plus the mesh detail on radiator grill. 15. Spare wheel assembly on inverted chassis. It consists of resin, styrene and photo-etched parts. 16. Chassis showing turned front wheels, two petrol tanks and spare assembly. 17. Inverted chassis showing oil sump and guard, steering linkage transmission case, exhaust and brake servo unit. 18. Close-up of front right wheel showing splines on hub, knurled discs are attached to the outer face of the hub and act as attachment points for sling when loading trucks aboard ships. 19. Front right of Chassis showing steering linkages, shock absorber and spring. 20. Stowage lockers and petrol, oil or water (P.O.W) cans frame. The location of these parts on the underside of the truck varied. 21. Upright chassis showing oil filter, brake servo unit, transmission case and petrol tanks. The strengthening wires seen in the chassis frame disappear after painting.



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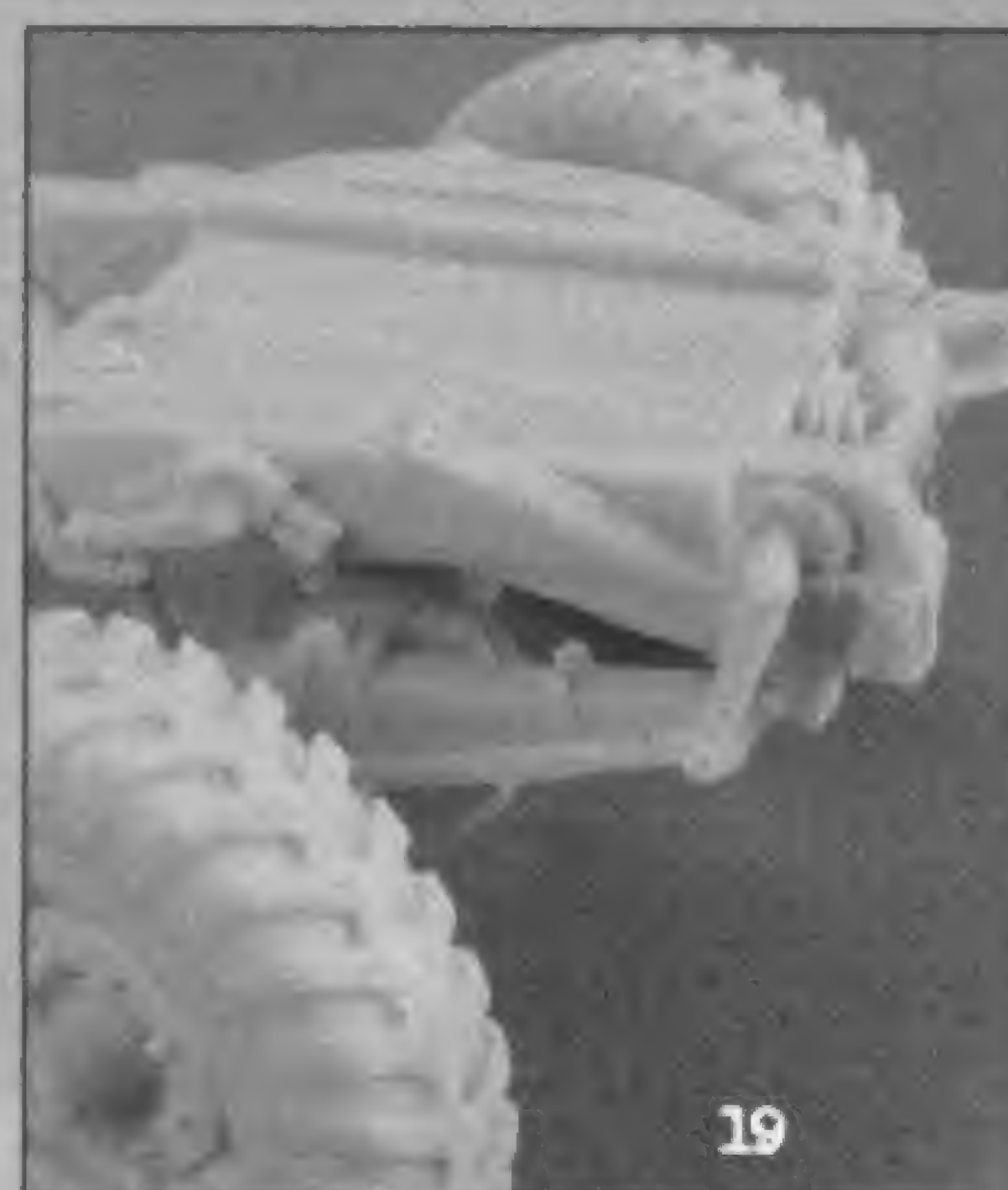
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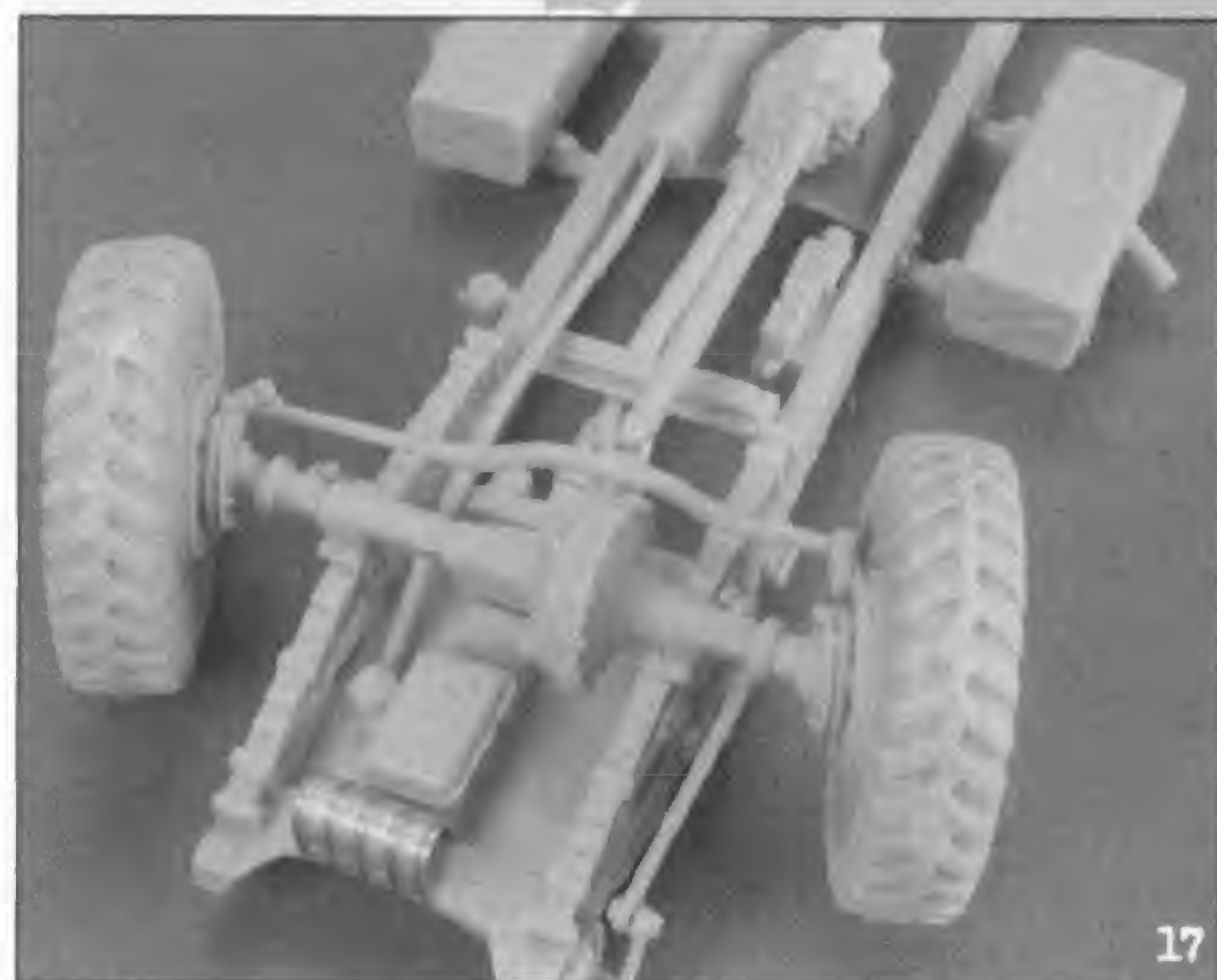
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17

Cab assembly

The mudguards were added to the underside of the cab and the supports secured. The tools were glued into position and their holders and straps attached. The straps were made from paper and the buckles came from the parts box. The spade is one of the best-detailed items I have seen for a kit; one can see the rolled steel tube of the spade into which the wooden handle was inserted. The supports for the sidelights were bent, glued into position and the lights added. The front lights and supports were added next and the brush guard positioned. The bridging disc was removed from the photo-etched fret and attached to the cab. Two front towing eyes were fashioned from copper wire and attached to the front springs.

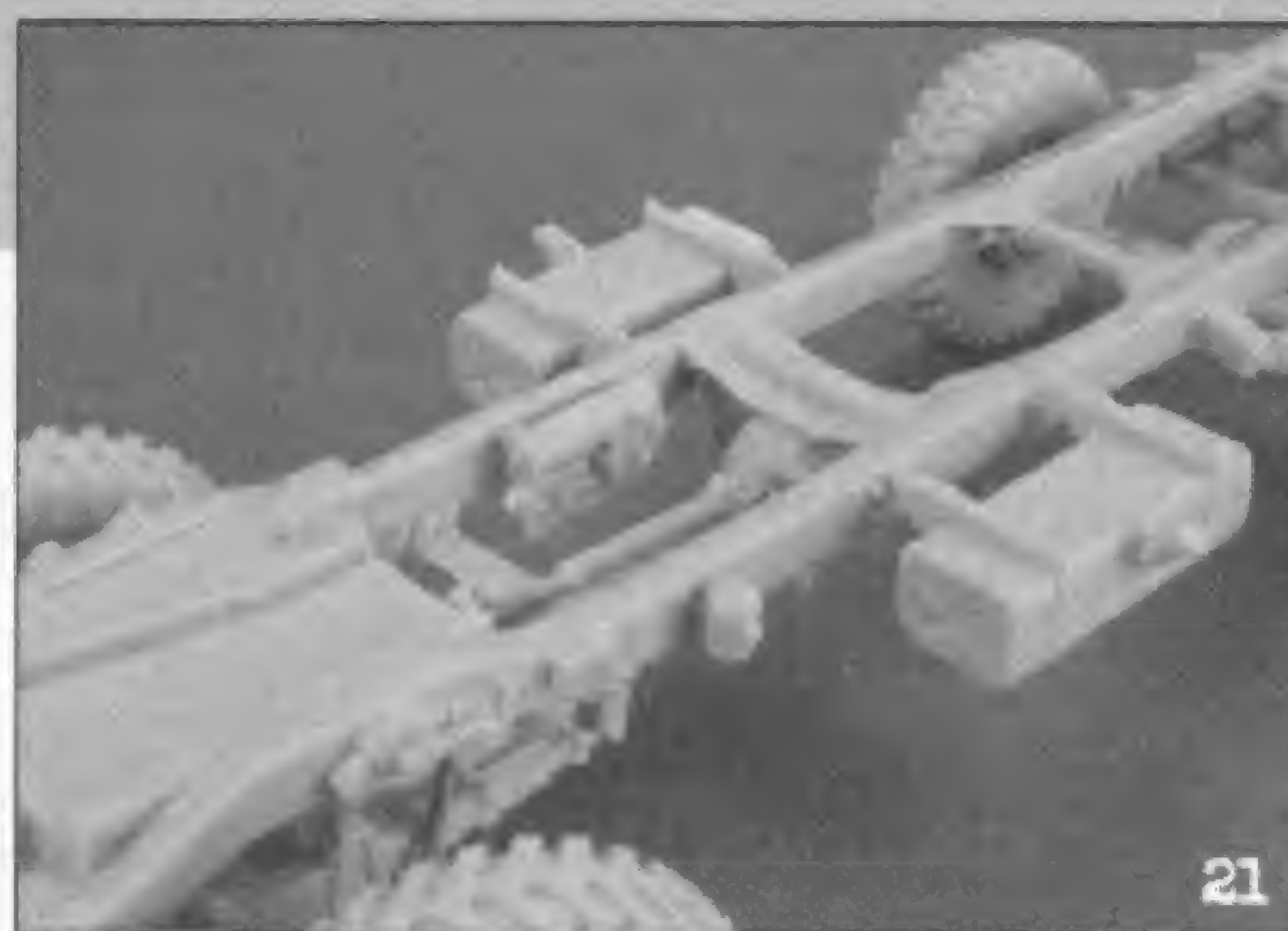
At this point of the instructions, Resicast recommends that all the sub assemblies (including cab, chassis and body) be painted before proceeding any further.

Final cab assembly

The cab assembly was glued to the chassis and connected at the rear of the cab with the provided parts. The front plate, starting lever bracket, turn indicator, doors and other parts were added to the cab. The windscreen, mirrors, gas detector panel and other small parts were added after painting the cab. The photo-etched option of the windshield allows it to be shown closed or partly open. Interior hinges or struts could be fashioned for added detail and their shapes could be seen from the photos provided.

Final body assembly

The body was glued to the chassis and the steps and



21

step supports for the sides and rear added. The rear mud flaps were glued in position and the photo-etched supports added, which secured everything. The stowage boxes and petrol cans were glued, according to the directions. Two

well-detailed rear doors were provided, but the top boards that should be attached were missing. So, two were cut from styrene strip and the cutouts ground away with a large round file. They were added to the top of the rear doors and the screw holes drilled out.

Tilt assembly

Six 25mm lengths of plastic rod were cut and attached to the inside of the tilt. Constant adjustments were necessary to make sure the supports were straight and fitted in the slots. Some edges of the tilt were thinned down with a motor tool and the rods were finally secured. The front section of the tilt was attached and a little filler was necessary to fill in a minor seam. This front section was another good idea, as the well-detailed resin tilt is heavy and the front section takes most of the weight, instead of the fine rods. The resin bolts provided were then placed on the supports. Resicast provided two small canvas rolls. One was attached to the radiator grill as a cold weather bra and the other roll to the top of the tilt as a cover for the gunner's opening. The interior of the tilt and the frame was painted before final attachment. Photo-etched parts, such as mirrors, windshield, tools and so on were added after painting, as they were fragile and could

in the raised position and the other lowered to show contrast. Resicast provided many struts, so you have some choice. The side doors open inward, so one was left open to show this difference.

The backrest for the gunner's box/seat was attached; this part could swivel on the real vehicle and act as a footrest for the gunner. The real box was not fixed to the floor of the vehicle, but on the model it was glued to the chassis floor. A well-detailed Bren gun is provided and only requires painting. The kick boards were attached below the seats and then the other photo-etched plates added, according to the instructions. The outside body top boards were fixed next, followed by the door and chassis corner reinforcements. Small screw holes appear in the photos of the top boards, so several holes were drilled in the appropriate spots with a fine drill. Resicast does not provide the center bench seat, but if needed, it can be easily scratch built. References showed either a long padded bench or a bench with eight opposing backrests and individual seat cushions.



22. Mickey Mouse camouflage completed, bridge disc and gas detector panel on the front of the vehicle, knurled hub disc and towing rings from copper wire. Partly open windscreen and photo-etched parts. 23. The cab roof and its circular port. 24. Rear view showing door details and steps. The rear doors were not glued and this allows the fine interior to be seen and appreciated. 25. Painted cab interior with detailed instrument panel. Tools have been secured to the cab rear. 26. Rear steps, convoy light and spare wheel can be seen in this photograph. 27. AA Bren gun resting on gunners box, well-detailed tilt canvas and body flooring, grab rail was added to the hip ring on the top of the cab. 28. Small holes were added to the wooden rails on the top edge of the body. Side step; petrol tank and stowage box are in position. Port side door is in closed position. 29. Well-detailed cab rear with its exquisite spade. Buckles and straps were scratch-built from paper and wire. Body was secured after final painting. 30. Grab handles for driver and crew compartment were formed from styrene rod. Side door in position and partly open.

have easily broken off. Grab handles were fashioned from styrene rod and added to the cab top and near the doors, longer ones were added to the QLT's body near the side doors. Resicast provided a choice of a resin windshield or a three-part photo-etched windshield. Clear acetate was cut to size for the windows and the windshield and attached with white glue.

Painting

The vehicle was painted with Humbrol colors. Dark green was applied to the cab and body as a base coat and then a lighter shade was sprayed on to represent faded paint. The vehicle was then sealed with Testor's Dullcote and, after drying, a wash was applied to provide shadow. The tops of the cab



and tilt top were painted black and "Mickey Mouse Ear" pattern camouflage was applied to the vehicle. A different green-brown shade was used for the underside of the tilt and seats. The hoops on the underside of the tilt were painted the green body color. The straps and the buckles on the tilt were picked out with various paints. The entire vehicle was given a light drybrushing and dusted with pastels. The chassis was painted black, just like on the original. The axles were painted white for night convoy recognition and the turn indicator tips red. Decals were selected from my parts box that represented a vehicle of the 49th (West Riding) Infantry Division, 7th Duke of Wellington Regiment, RASC Division Troops Company.

Resicast will hopefully produce other versions of the Bedford such as the QLB, QLC, QLW and other versions with house bodies, mobile kitchens, workshops, fire tenders and a host of others. The Bedford cab and wheels can be purchased separately as a conversion kit (#35-152) and one can always begin scratch building or converting any body-type that tickles one's fancy. In the meantime, you can build your Bedford collection and await Resicast's next outstanding Bedford vehicle.



MMiR RECCE

Resicast's Bedford QLT (#35-145) retails for about £71.00 (around \$106.50, but also can be purchased in Belgian francs or Euro) and is available from Resicast, 517 Vieux Chemin de Binche, 7000 Mons, Belgium or check out a few of their many products at their new web site at www.resicast.com.

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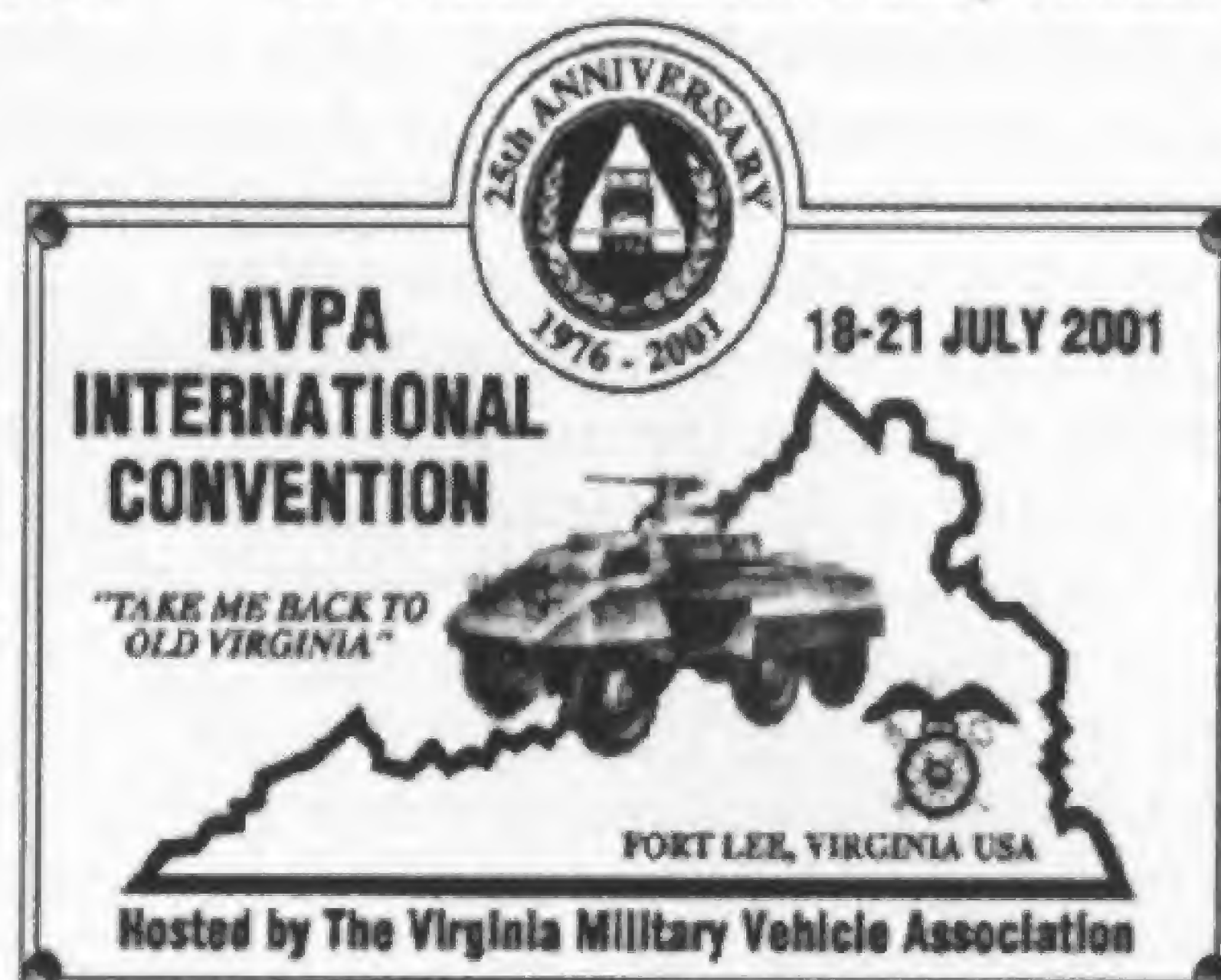
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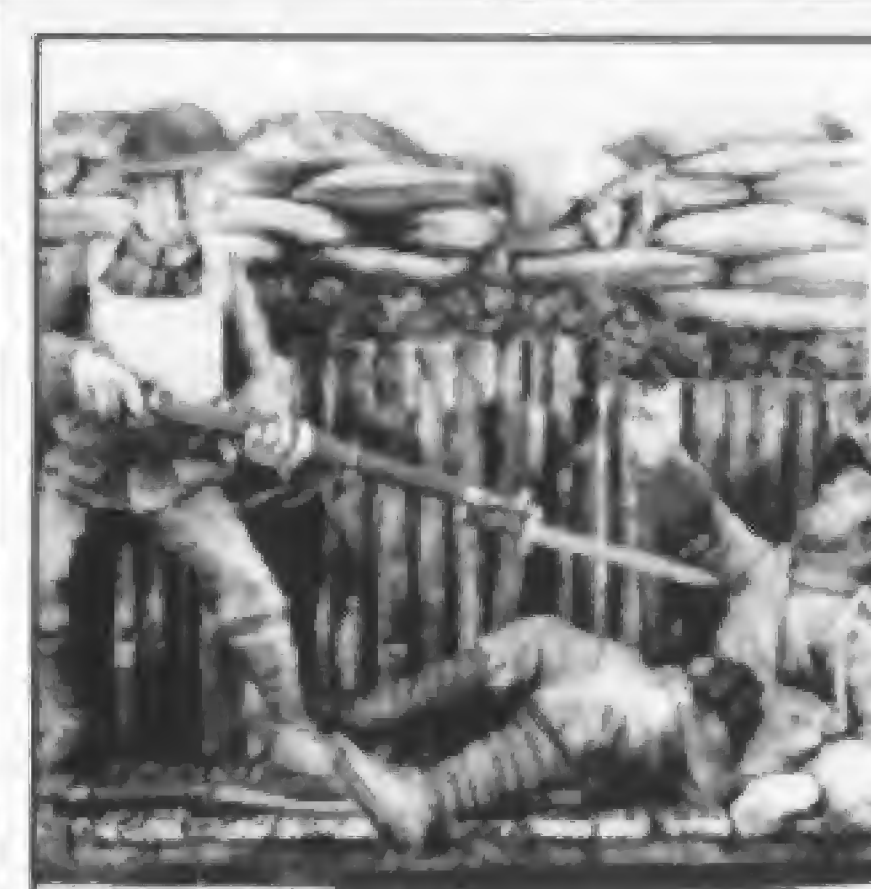
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THE AMPERSAND Euro Tour 2001

This September, Ampersand Publishing will host a tour of the Euro Militaire 2001 Exhibition in Folkstone, England. The tour will include not only Euro Militaire, but also the Bovington Tank Museum, The Imperial War Museum's Air and Armor facility at Duxford and the Imperial War Museum facilities in London.

Euro Miliwho?

Euro Militaire is England's premier military modeling event. The show features an enormous vendor area and a competition, along with outdoor events, vehicle displays and more. Some of the vendors attending previous year's shows have been Accurate Armour, Azimut, Cromwell, DES Kits, Resicast, Andrea, Hornet Miniatures and New Connection. Dozens of smaller vendors also attend and they represent many, many other manufacturers. And—the books, oh, the books. Several book vendors are always in attendance and they represent many interesting and hard to find foreign titles.

Although originally conceived as a figure show, Euro Militaire has grown to encompass a huge armor following and in the last two years, the Best of Show Award has gone to an armor model.

Historex Agents, a well-known English modeling distributor, once ran the show, but several years ago they turned it over to Nexus Special Interests. Nexus may be known to many of you as the publishers of *Military Modelling* magazine. Euro Militaire is a professionally run event, organized by the same company, in the same venue year after year. It is truly a treat for the modeler to attend.

Bovawhat?

Bovington Tank Museum is one of the best, if not the best, armor collections in the world today. Located at the Royal Armoured Corps training camp near Salisbury, England, the collection includes dozens and dozens of vehicles on indoor display. The collection is divided by period and located within several large halls, including the Tamiya Hall (yes, that Tamiya. The museum maintains very close ties with the plastic model company). It includes such significant vehicles as the Tiger II prototype, a Jagdtiger with Porsche suspension and the famous Tiger I, now undergoing full restoration. There are, as you'd expect, many British tanks, such as the Tetrach, the Churchill and the Cromwell. American, French, you name it, they're all there. Virtually all the world's armies are represented in some form and the collection is in excellent condition, as it has always been housed indoors. You may even hear the roar of a tank engine, because the museum is located on an active military base. Bonus: a gift shop full of Tamiya armor kits.

Did you say Duxford?

Yes, Duxford is the home of the Imperial War Museum's air and armor facility. This gigantic museum was the location many of the scenes from the film "Battle of Britain." It houses many operational aircraft from the Second World War and has an active restoration team that works within hangers open to the public. The American Pavilion is a sight to be seen, as the building is built around a complete B-52 Stratofortress, along with other aircraft and vehicles pertaining to the history of American air power. The coup de gras of the museum is their huge "Land Warfare Hall," which houses a significant armor collection, all displayed within 1:1 scale dioramas. The vehicles can be viewed from a gallery or at eye level. From time to time, the collection spills out doors and many contemporary vehicles can be seen.

Imperial War Museum, London

The main facility of the IWM is located in London and the general theme is the history of 20th Century warfare. The museum houses a modest armor collection, including a terrific looking Jagdpanther, Sherman and Grant. The whole thing is just a riot to check out. All the various displays in the museum are professionally presented and First World War segments are not to be missed. They even have a huge hunk of Rudolph Hess' ME110! The gift shop is pretty nice, too and is well stocked with military books.

How it all breaks down

The tour is put together as a series of day trips out of London. All travel is by deluxe motor coach (a really cool tour bus) and each night we end up back in London. Here is the proposed itinerary:

• **September 20, 2001 - (Thursday)** All gates depart for London on Virgin Atlantic Airways. The flight will be between six and ten hours, depending on your point of origin.

• **September 21, 2001 - (Friday)** All flights arrive in London. Transfers are provided to the Queens Park Hotel and the day is mostly devoted to jet lag recovery or relaxing. There will be an orientation meeting in the afternoon.

• **September 22, 2001 - (Saturday)** Early morning departure to Euro Militaire. The show is located in Folkstone, which is near Dover. Depending on the traffic, the trip should take approximately one hour. We will return late that evening, if you wish to have dinner and socialize in Folkstone after the show (the show closes at 6:00 pm).

• **September 23, 2001 - (Sunday)** Same as Saturday, but the show ends at 5:00 pm.

• **September 24, 2001 - (Monday)** Early morning departure to Bovington Tank Museum in Dorset. Depending on the traffic, the trip should take approximately 90 minutes. Departure from Bovington back to London is at approximately 5:00 pm.

• **September 25, 2001 - (Tuesday)** Early morning departure to Imperial War Museum at Duxford. Depending on the traffic, the trip should take approximately 90 minutes. Departure from Duxford back to London is at approximately 5:00 pm.

• **September 26, 2001 - (Wednesday)** Late morning departure to Imperial War Museum, London. Depending on the traffic, the trip should take approximately 20 minutes. Departure from IWM back to the Hotel is at approximately 5:00 pm. This trip is presented as an option. You may also use this day to see London on your own.

• **September 27, 2001 - (Thursday)** Depart London for all gates. Departure and arrival times vary based on your destination.

What it will cost:

The trip is available from the following gates:

Boston (BOS), New York (JFK) or Newark (EWR) at	\$1,450.00
Washington DC (IAD) or Chicago (ORD) at	\$1,500.00
Miami (MIA) or Orlando (MCO) at	\$1,550.00
Los Angeles (LAX) or San Francisco (SFO) at	\$1,575.00

Official airport codes are in parentheses. The prices do not include transportation to the departure point. You will need a valid U.S. Passport to travel.

What is included:

The price includes round trip airfare, departure tax, transfers to and from the airport, six nights stay in the hotel, continental breakfast each morning, all event and museum admissions and transportation. Rooms are double occupancy, which means you need to pick a roommate, or we'll pick one for you. Single supplements are available for an additional \$250.00. The Imperial War Museum London option is an additional \$30.00. Payment plans are available and all major credit cards are accepted.

We will be returning to London in the early evening each night, except for Saturday, so you are free to explore the city's nightlife as you see fit. You may also omit any of the day trips to take a closer look at London, although we cannot offer a reduction in the overall price, if you choose to do so. All bookings are made directly through Ampersand and all arrangements are through Virgin Atlantic Vacations. All prices are subject to change (sorry) and a \$150.00 deposit is required to secure a reservation. \$50.00 of this is non-refundable (sorry again). Hurry, because time is limited!

What is not included:

No provision is made for your lunch or dinner. You are welcome to check out the neighborhood around the Queens Park Hotel, or anywhere in the city for your evening meal. There are plenty of eateries in the vicinity of the Euro Militaire show, including the show bar, and all three museums have a cafeteria.

You will also, of course, need to bring your own spending money. What to bring for the vendor area at the show is described in more detail in the information package.

A complete trip package, including application forms and other information is available from Ampersand Publishing Company.

Hurry! Space is limited. The trip will be limited to the first 50 applicants.

Doozie Dozer

Resicast's Boss WWII Caterpillar

Photos: Barry Beaudry

The WWII Caterpillar military bulldozer is sometimes referred to as "the Boss of the Beach" and dates back to the mid-1920's when the Holt Tractor Company and the C.L. Best Gas Tractor Company joined together to form the Caterpillar Tractor Company. At the time, C.L. Best specialized in larger tractors and Holt specialized in smaller tractors.

Resicast's D7 Cat or Caterpillar represents a dozer that was used in all theaters of World War II. Monty once said "you can do anything with a bulldozer, except shave with it." These dozers were used to clear beachheads, build roads, airfields, bridges, fueling stations—the list goes on and on and on. These dozers could even be seen clearing the bombed streets of London. The bulldozer was one of the many unsung heroes of WWII, along with the landing craft, the deuce and a half and the C47 cargo plane.

Some of these dozers were armored. The ones that were not would occasionally raise their blade to protect their vulnerable radiator and operator, then charge machine gun nests, sometimes burying their enemy in the process.

The Resicast Cat is fitted with a Le Tourneau blade. Robert G. Le Tourneau Inc is an American company that made and still makes (I believe) many different blades, rock rakes, scrapers and all sorts of accessories for earth moving equipment. This kit features one of their cable-operated blades. The winches for these blades were usually mounted on the rear of the dozer, but sometimes they were mounted on the front. Le Tourneau specialized in very heavy equipment. Some of the familiar

military tractors they made are the Series TC-497 Overland Train MK-II and the M2 Corporal Missile transporter/erector. Le Tourneau is also known for their large offshore oil drilling rigs as well.

There were plenty of hydraulic actuated dozer blades during WWII, but they did not come into wide spread use until the late 1950's and 1960's. Many of the critical parts for hydraulics are made with rubber. This substance was not only unreliable, but in short supply at the time.

My first thought was to put this model in an ETO vignette, clearing rubble from a city street, but because I have neglected the PTO in my past modeling projects, I decided to go for the Pacific Theater with the Fighting Seabees.

The Seabees or Fighting Seabees as they are more popularly referred to, began their service as civilian construction workers. These were the men back in the states building roads, dams, sky scrapers, docks and ocean liners. This colorful group of specialists could range in age from 37 years old early in the war, right up to 60 by the war's end. The Marines would jokingly say, "be kind to a Seabee, he might be your father!"

Many witty slogans have come from the Seabee ranks. The most popular had to be: "can do." A Seabee commander once said: "if it's possible, we can do it right now, if it's impossible, it will take a little longer."

In the early years of WWII, international law did not permit civilian workers in war zones to resist enemy attack. They found out all too soon that they would need a militarized construction force. Soon after the Pearl Harbor attack, Rear Admiral Ben Moreell pushed to get this force organized. On January 5, 1942, it was approved and they

were soon recruiting men from the construction trades for a Naval Construction Regiment. This regiment was composed of three Naval Construction Battalions. The CB's or "Seabee" name comes from the first initials of Construction Battalion. Shortly thereafter, Admiral Moreell furnished them with their official motto of "We Build, We Fight."

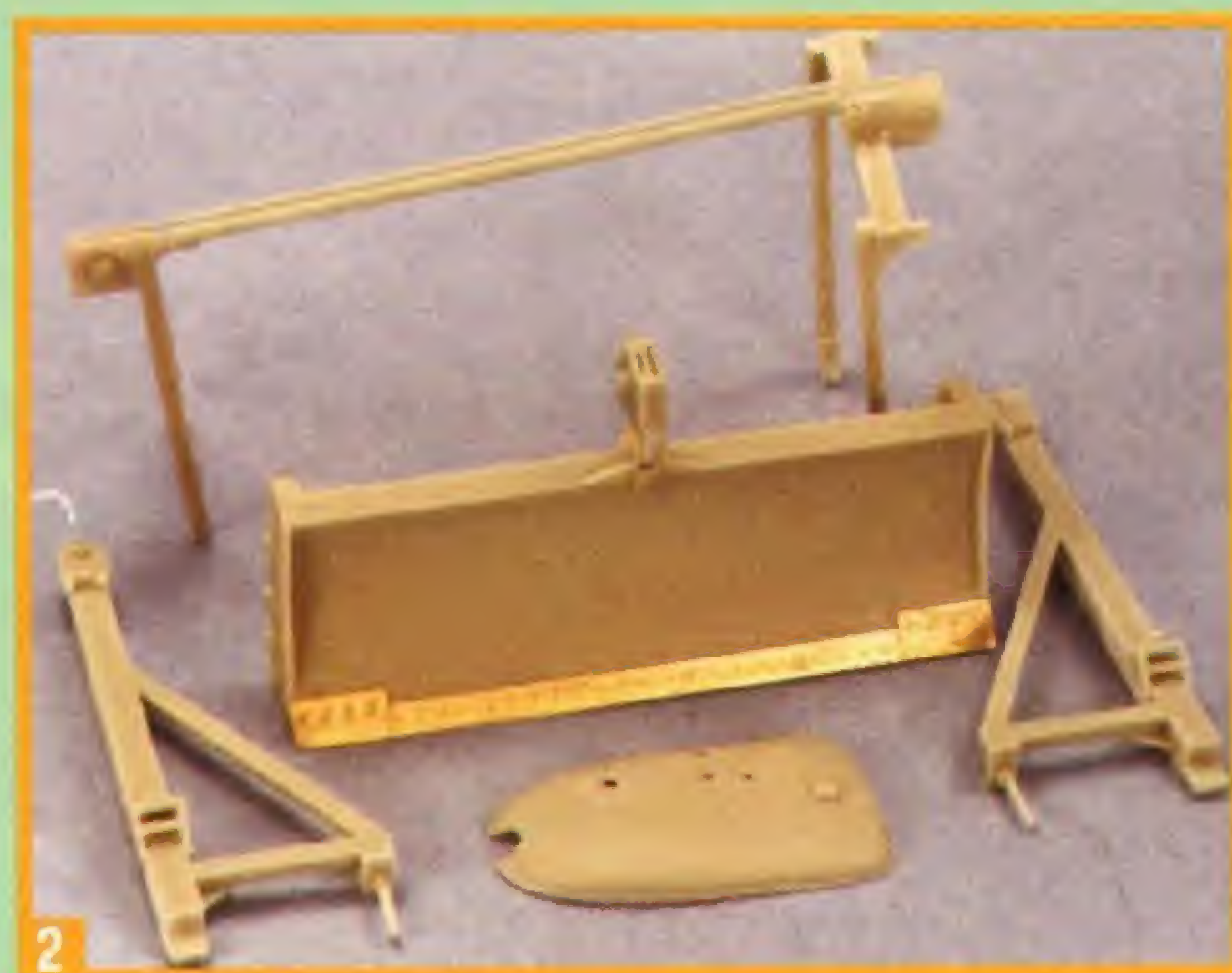
The bulldozer was one of the main machines in the Construction Battalions. The Seabees were often required to work at great speed while under sniper fire or attack. The CB's were fully equipped and self-sustaining for their work in Greenland, Iceland, Newfoundland, the Pacific Islands, the Mediterranean, Northern Ireland, Southern France, Scotland, Normandy and Germany. They even assisted in the assembly of the atomic bomb after helping bring its components ashore from the USS Indianapolis. The many heroic acts and duties of the Seabees in all theaters of the war cannot be mentioned here as the list would go on and on. The total number of Seabees and CEC officers on duty in WWII was over 258,000.

On Yeah, The Kit

Resicast's Caterpillar dozer comes nicely packed with resin, photo-etched and plastic parts. The quality of the parts is very good and very few parts were broken from shipment. There was a minimal amount of warp and the fit of the parts is very good.

The instruction sheet is somewhat vague at times but what resin company's are not? I did feel a couple steps could have been made clearer and some were not illustrated at all. But overall, they were pretty good.

There are two pages of copied photographs of a full scale D7 that helped quite a bit. There is no men-



1. This photo shows various Le Tourneau blade and winch parts before assembly. 2. The dozer blade, overhead cable-track and engine hood can be seen here. 3. Here is the photo-etch plate with the lower dozer blade fittings already removed. The skid plate, which protects the lower engine internals and engine

hood, are included here as well. 4. Some of the nicely cast track frames, idler, sprocket and other fittings can be seen here. 5. The link and length resin tracks were done fairly well. I was a bit disappointed that the plates on the long lengths of track were not cast completely straight. I suppose this type of track would be a nightmare to master. 6. The left side of the engine and all of its beautiful detail. 7. The driver's position is seen here. I could not resist leaving the toolbox open to show the detail inside. Photo-etched open-end wrenches are included to help fill it up, which I have not added yet. 8. This shot shows some of the additions to the basic resin engine. In the drivers position, the steering controls or (laterals) were not added yet as I intended to add a driver early on in

this build and would need to pose them with him. 9. Ah the beautiful winches at the rear of the machine. Very nicely done indeed. 10. I modeled the hood and muffler so it could be taken off and posed with the engine exposed. They often did this in the PTO because of the extreme heat as well as making it easier to make repairs. The photo-etch muffler rain cap really adds a nice touch. 11. Here is a shot of the skid plate in place under the engine. This detail is not shown in the instruction sheet. 12. Here is a basic mock up of my vignette along with the oak-veneered base.

tion of the manufacturer of the machine on the box top (copyright issues, I suppose), but Caterpillar name-plates are included for the engine compartment sides. No decals or markings are provided. Assembly is typical of resin kits of today. Anyone with resin kit experience will find this kit quite easy to build. In order to get the tracks in any kind of decent alignment; you will need to fuss with the drive sprockets and other suspension components. The tracks themselves are not too bad. I imagine this type of track is very hard to cast in resin. I tried to show them well in the in-progress photos as I planned to pack them with mud later on in the build. Dozer tracks are very often full of dirt and this is the appearance I wanted to achieve with this model. One complaint I had with these link and length tracks is that they were not cast completely straight on the longer length sections. Most of my time was spent trying to get the tracks fitted as straight as possible. I opted to leave off the optional track guards, parts AE and AF. I felt it showed the detail of the road wheels better and it did say they were optional...

There are two options on the steering control levers or laterals. The resin parts are quite thick compared to photos of the real thing and the photo-etched parts are too large at the top where your hand would grip. I chose the photo-etched levers and filed the hand grip area smaller. I then added several coats of paint to try to round them out.

I just had to leave the toolbox open to show the nicely cast-in tools. Extra open-end wrenches are provided in the photo-etched sheet, as well.

The side cowling on the radiator could have been thinned out some to look more in scale but I neglected to do this. I used masking tape cut in a thin strip for the engine fan belt.

There are no location points for the rear work lights and I could not find a good photo of their location. I used MV Products Lenses for these, number L136. From photos I have seen the light mounting posts could be a bit shorter as opposed to what is supplied in the kit.

Getting' winchy with it

At this point, I moved to the rear winch area and the multitude of detail on this model was beginning to look very good! I could not find any reference to where part P6, the winch mechanism arms, fit to the winch. They were not shown on the box top photo either.

Part WC, the tow bar, did not fit very well at the center of the undercarriage. I did not work with it any more at this point. It was acceptable at the rear of the vehicle.

Some test fitting is required to get the hood to sit correctly over the top of the engine. I also spent some time sanding and filling a number of imperfections in the top of the hood. However, this would be a good place





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to model a dent or two. I like my vehicles dented and bent up. I really like the look of the hood on the vehicle but there is so much detail on the engine I wanted model it so I could display it on and off. In order to do this, the muffler was also made removable.

The skid-plate, part XF, is not shown in the instruction sheet. I tried to show this in the in-progress photos. It is simply a skid-plate or belly pan that goes underneath the engine. You will need to trim the excess resin from the sides in order to fit it over the suspension spring. The forward tow hook that attaches to this skid-plate is referred to as part XN and AY in the instructions, but is really part AM.

Be careful when you add the front gantry post, part UK, to the chassis. I had to move it forward to the front-most edge of the chassis frame in order to get the photo-etched armored grille to clear the hood. The photos of the real thing show it in this position as well.

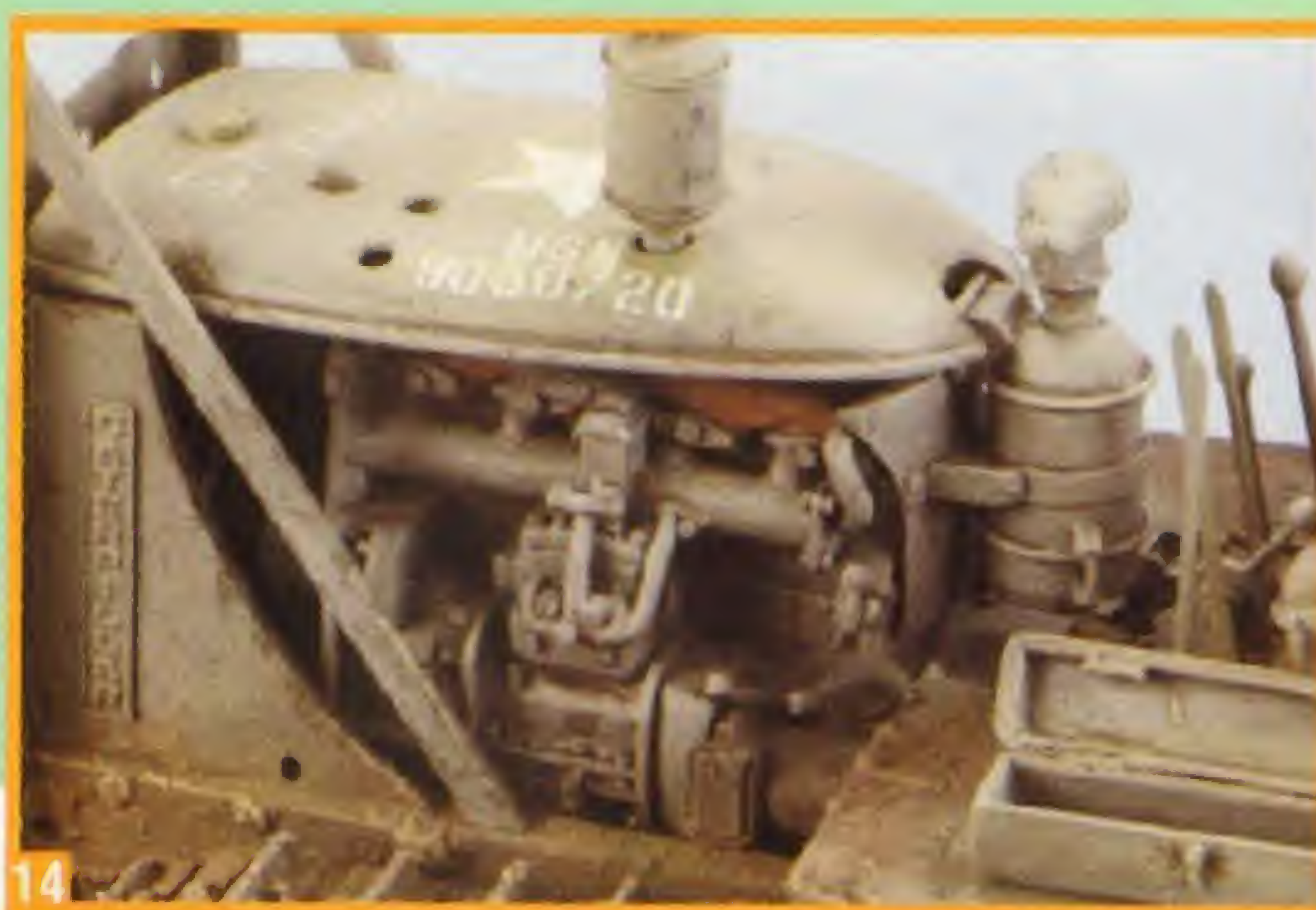
Resicast suggests that you use the supplied styrene rod to model the lift cables for the dozer blade. Their reasoning is that it will appear tighter than other materials might. Instead, I used three lengths of .010 brass wire twisted between my vise and electric drill to make up stiff sections of lift cable and I felt this worked out very well. I looked into picture hanging wire, but it was too large and out of scale.

I used bare metal foil to cover the business end of the dozer blade. I wanted to achieve that well used sand-polished look, but most of it is covered up with dirt now.

If it's resin, paint it

Boy, when I went looking for a color to paint a Seabee dozer I opened a can of worms. People would say just paint it battleship gray. Did you ever see how many grays were used on U.S. battleships? Whew... To cut this short, I painted mine a gray/green color that I got from photos of restored military bulldozers. I spent many nights searching the Internet for an actual paint color to use and found nothing solid. These dozers were painted gray, olive drab and this odd gray/green color, so take your pick. A WWII CB veteran said, "everything we had was gray, but we did get equipment once in a while in olive drab. Whatever came off the ship is what we got."

I used Model Master navy aggressor gray, FS 36251, and added a bit of Model Master faded olive drab. I feel I got it pretty close to photos of restored Cats. I have seen this gray/green color on other restored Seabee dozers, jeeps and equipment, as well.



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13. This photo shows the finished dozer blade. I used Bare Metal Foil underneath the mud and dirt to give it that well polished look you see so often on active dozers. Much of it is covered with dirt and mud now.

14 The left side of the nicely detailed engine compartment can be seen here along with the U.S.N markings I made up from spare U.S.M.C. decals. 15. A full, right, broadside view here with dirtied up suspension and tracks. The engine detail is very nice, check out the fuel injection lines cast in resin. 16. This kit is full of detail. I found a couple photos of dozers with vehicle numbers on the rear of the fuel tanks, and added no. 15 to mine. MV Products Lenses were added to the kit work lights. No lenses were included I the kit. 17. This view gives a better look at the engine with the hood off. The cables for the blade were made up from three lengths of .010 brass wire twisted together with a drill. This helped to keep them straight and gave them a tight, under stress look. 18. The love seat, I mean drivers seat, was painted Vallejo khaki. I added a touch of pencil lead with a brush to model a worn area where the driver usually set. All you have to do is sit on canvas a few times and it looks just like this. 19. The rear of the dozer blade can be seen here along with a peak through the very nice photo-etched armored radiator grill. 20. Many of these dozers had names on them and I named mine "Stinky." I tried to add a fair amount of paint chips and wear on areas like around the sides of the engine where many tools were probably dropped. I wish I had added a few dents to the hood now that I look back at it. 21. You had a choice between resin and photo-etch on the steering levers or (laterals). I chose the flat photo-etched parts and thinned the hand grip down and added a few coats of paint to try to round them out a bit. 22. Here is an overall view of the vignette. I passed up a Seabee pin at a local gun show last month. I will pick it up next time, it should add a nice touch to the base.



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Once the main color was applied, I painted the lower suspension with lightened Humbrol dark earth before adding my mud mix. My mud mix consists of Durhams Water Putty mixed with sandblast sand, yard sand and baking soda. I also add an appropriate amount of acrylic paint color to the mix. Standard weathering techniques were used with oil washes.

The markings differed tremendously on these dozers. I saw a seven-digit registration number starting with a 91 in a WWII photo, so I made up a number by adding a 90 to one of my extra decals. I also took some extra U.S.M.C decals and modified the M into an N for Navy.

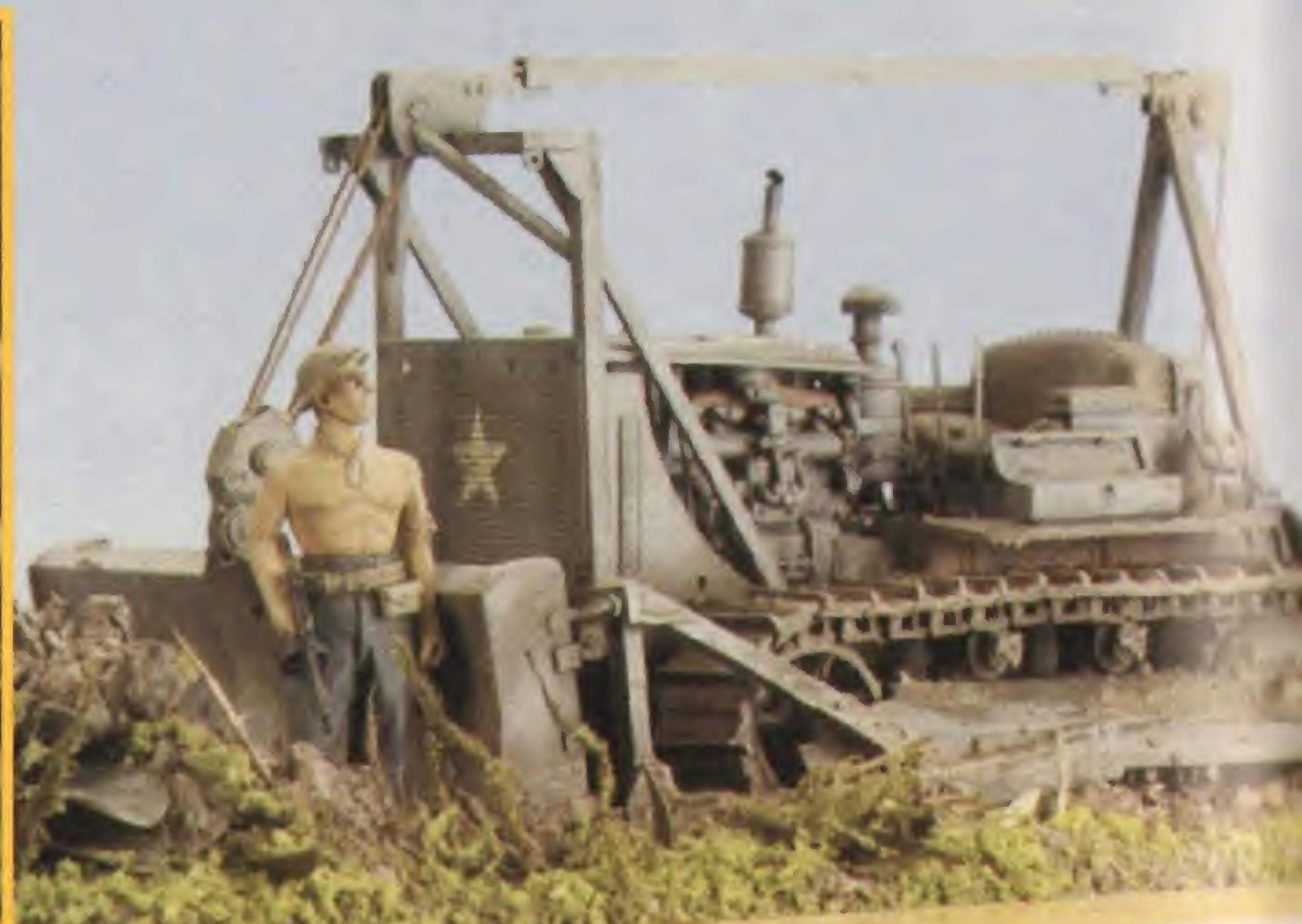
There were many clever names on these dozers and I made up my own called "Stinky." I have seen vehicle numbers on the rear of the gas tank and thought I would add one to mine as well.

This basic vignette is a plywood base veneered with oak and topped with Sculptamold for ground-work. I put a Warrior figure into this scene and sanded off the Marine emblem on his tropical hat to make him more Seabee like. I suppose a Seabee would be more likely to carry a carbine or Garand, but I felt they could have picked up an early Thompson like this somewhere. Remember... there wasn't anything these guys couldn't do. At any rate, this dozer had buried a Japanese machine gun nest and in the aftermath, this guy is keeping an eye out for snipers. I refrained from photographing the enemy soldier in the buried MG nest.

If you ever wanted to build a WWII dozer, do not pass this one up. Just remember one thing... "We model, we fight!"

—Barry "M29"
Beaudry

A. The color is probably the truest tone in this shot, out of the direct sun light. The rear fairleads can be seen here above the rear winch. These are used to divert the cabling to the rear for whatever need there is for it. Resicast's kit does not supply any of these, but they were not always used anyway. It would have been a nice addition to this kit, which is oozing with detail as ready. B. Oh yeah, here is a nice broadside view. It appears like the seat cushion has not been restored yet and the driver is setting on a makeshift seat. Lots of nice details here. C. This front view shows the Seabee color in a lighter tone because of the reflection of the direct sun. The early spoke idler wheel can be seen here. D. Here the front radiator armored grill can be seen along with the U.S star. Sometimes there was a small pouch or pack mounted at the lower curved radiator side shield. I have seen them on both sides. They looked quite a bit like a large map case.



MMiR RECCE

Resicast Le Tourneau bulldozer. Kit number 35.144. Suggested retail price 2350 Belgian francs, or about \$54.00. Also price in Euros at 58.25. Kit graciously provided by the manufacturer.

References

Seabee History by Steven Karoly: <http://www.seabeecook.com/history/> Don't miss this one on the Seabees, it is very informative.

The Dozerpage by Jonatan Skoot <http://dozers.tripod.com/id20.htm> This website is a must see. It is very well done and features real photos by Bob Grimsler of the D7 Cat with Le Tourneau blade in the Bayeux Museum

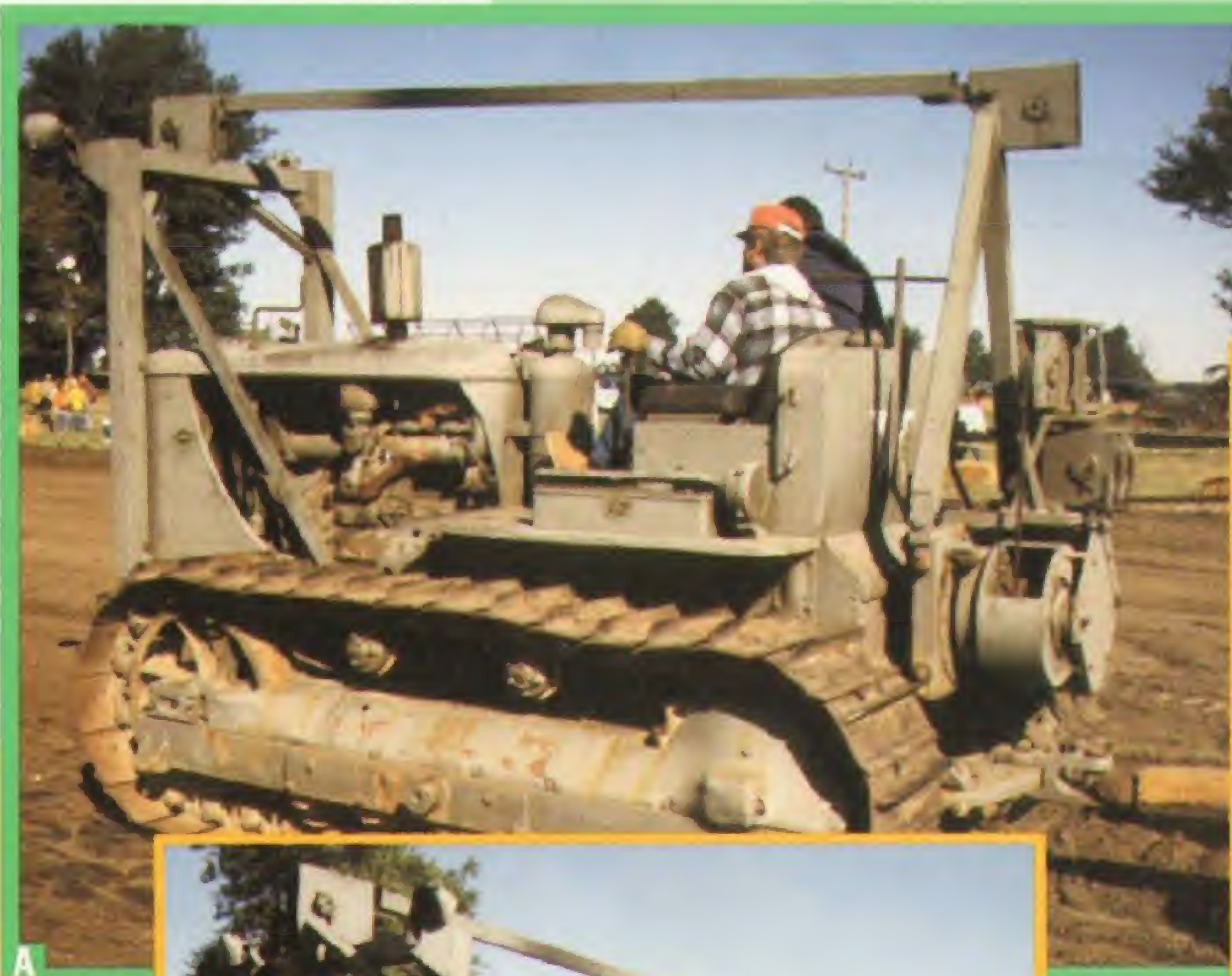
Movin' Scale Dirt, by Ken Dugan, *Military Miniatures In Review* no.8 Ampersand Publishing Company, Inc.

Island Fighting by Rafael Steinberg Time - Life Books Inc. 1978

Seabee History: Formation of the Seabees and World War II <http://www.history.navy.mil/faqs/faq67-1.htm> There is a good deal of information on this website and it is very well laid out.

Spearheading D Day American Special Units in Normandy by Johnathan Gawne Historic & Collections 1998 ISBN: 2 908 182 793 This book is a must for anyone interested in WWII history. There is plenty of coverage of the Seabees, Combat Demolition Units and anything to do with the beach during and after the invasion.

I want to thank Daniel Mitchell for his photos of the full scale restored D7 Cat taken at the Historic Construction Equipment Association meet in Bowling Green, Ohio Oct/1995.



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Hermann's Little Air Hopper

A second look at the On Track Models kit



All model photos: Thomas Anderson

Although we have previously reviewed this kit, we thought Thomas Anderson's historical analysis and report warranted a second look.

In the years before the outbreak of World War II, Germany tested all facets of armored warfare. Although the Panzertruppe (the armored forces) was still far from being a powerful instrument, many efforts were undertaken to equip it with support units. This was the hour of birth of the Fallschirmjäger, the German airborne units. This highly specialized crack unit was designed as a task force able to rapidly attack and take out enemy strong points. It received sophisticated weapons, such as submachine guns, long before the army. But the supreme commander of these units, Hermann Göring, had further wishes. An armored component would assist the troops in special situations. A fully tracked vehicle carrying a crew of four was demanded and the weight of the vehicle should not exceed three metric tons. The proposed vehicle received the designation VK 3 (Vollkette 3, fully tracked, 3-tons). The firm of Krauss Maffei, famous for their half-tracked prime movers, got the contract for developing this vehicle that would be used for airborne operations and standard reconnaissance duties. Anyone familiar with German tank design won't be surprised that the industry was not able to match the given limitation of combat weight. A mere year after development started, the expected weight raised to 5.5 tons; the crew reduced to two. Indeed in a very German fashion, the designation was quickly altered to VK 5. When the weight of the vehicle finally reached 6-tons, this again resulted in a new name: VK 6. In 1938, a small

series of six vehicles was produced. These vehicles were fitted with rubber padded lubricated tracks, enabling the tank to travel with a maximum speed of about 80 km/h.

Krauss-Maffei finally received a production order of 40 units of the VK 601, as it was finally called. An important modification was realized before production started, the lubricated high performance tracks were substituted with dry pin tracks, being standard for German tanks at that time. The weight, however, increased to 8-tons and this time the designation was not adjusted. Now the weight was tripled, leaving not much left of the initial idea. However, having a closer look at the result, the VK 601 was a sound development. The engine originally designed to deliver 100 HP was modified to 150 HP. This was achieved by simply increasing the rpm. Although a dangerous way of performance enhancement (fast running engines tend to over-heat), the tank was able to run at the proposed 80 km/h, making it the fastest German AFV in service.

The VK 601 had a fully closed armor hull with a small turret. The maximum armor was 30 mm at the front and 14.5 mm at the sides. Armament consisted of the EW 141, a weapon comparable with anti tank rifles. It had a caliber of 7.92 mm and was designed for single fire. The ammo of the s. Panzerbüchse 39 was used. A standard MG 34 completed the equipment. The vehicle was provided with the FuSprech radio set and a combined transmitter/receiver set with a 1.4m rod antenna. This single radio set was not sufficient for a tank used in the reconnaissance role.

The crew consisted of two men: a driver and the commander, a very multi-talented man. The latter had to lead the vehicle, handle the wireless, the

main gun and the MG.

It is unknown to the author how the air transport was carried out. The large Messerschmidt cargo planes were surely large enough to hold some of these air hoppers, but the standard Gotha cargo gliders might have had problems with the weight of 8-tons. The U.S. and Great Britain had comparable developments. At approximately the same weight, these tanks carried a crew of three and had a somewhat heavier armament than the German VK 601 with its anti tank rifle. Judged by this, the VK 601 suffered from the German disease, being "too much a tank for too less advantage." Like the Germans, the allied troops made only limited use of their developments. These vehicles were used mainly as light tanks. Some were even delivered to the Soviet Union.

The German VK 601, or PzKpfw. I Ausf. C, as it was called later in the war, was not issued in the standard procedure. So far, not much information is available where these vehicles served. Different units probably used it for training, reconnaissance or even police duties. However, some years ago I found a trace. A veteran of s.Pz.Abt. 103 presented his album and his remembrances to me. Immediately after s.Pz.Abt. SS 103 (later recalled to "503") was organized, the unit was transferred to Zwolle, the Netherlands. Here, "103" received in February 1944 the first six Tiger Ausf. E's. The Tigers had to be given over to s. Pz.Abt. (Fkl) 301, a remote control unit, shortly after training on these new tanks began. To ensure further training, 103 received three PzKpfw. I Ausf. C's. The light tanks numbered 13, 14 and 15, served as driver's training vehicles and were further used to impart tactical skills to the young soldiers. Originally painted in

dark gray, they were delivered repainted in dark yellow. A standard two-tone camouflage was added by the workshop of 103. It is not known whether these vehicles were further used for reconnaissance duties. This is likely, since the author knows a of propaganda photo entitled "combat in Normandy." S.Pz.Abt. 103 was transferred to Germany without having seen any fighting; here the unit was reorganized with Tiger Ausf. B heavy tanks.

The model

The On Track kit was based on an original plan, which delivered the main dimensions and general construction details. Thus, it can be described as being pretty accurate. There are, however, few shortcomings; most of which can easily be corrected. The kit is made from resin; a material that warps easily when exposed to heat. So, your kit can show some small casting flaws. The modeler might think that, at the high price, a perfect quality should be guaranteed. This is too often not possible and, by the way, what does "perfect quality" mean? A modeler with some skills should be able to improve these shortcomings! After all, he is a modeler!

Construction started with cleaning up all the small resin parts. Once cleaned, the main parts, the upper and lower hull could be glued together. I tend to secure such parts with tape, leaving them to dry for a while. The visible joint at the hull's bow plate and the rear were cleaned again. I even removed the lateral angle beams at the rear. All these joints were then filled with putty and sanded several times. In the meantime, the running wheels were assembled. Here again, a lot of work was done in cleaning them to remove casting flaws. It was important to work very carefully; the single wheels should be fixed exactly parallel.

The shape of the superstructure is not exact. The lateral armor plates are curved; they show no pointed angle. The width of the frontal plate is smaller than that of the firewall (i.e. the separation wall between fighting and engine compartment). So I added a small piece of plastic to the rear sides (see photos) and the gaps were filled with putty. When I sanded this arrangement, I smoothed the angled edges of the superstructure's side plates rounder. The air outlet grilles of the kit show only one lateral rib, while the original had two. I decided

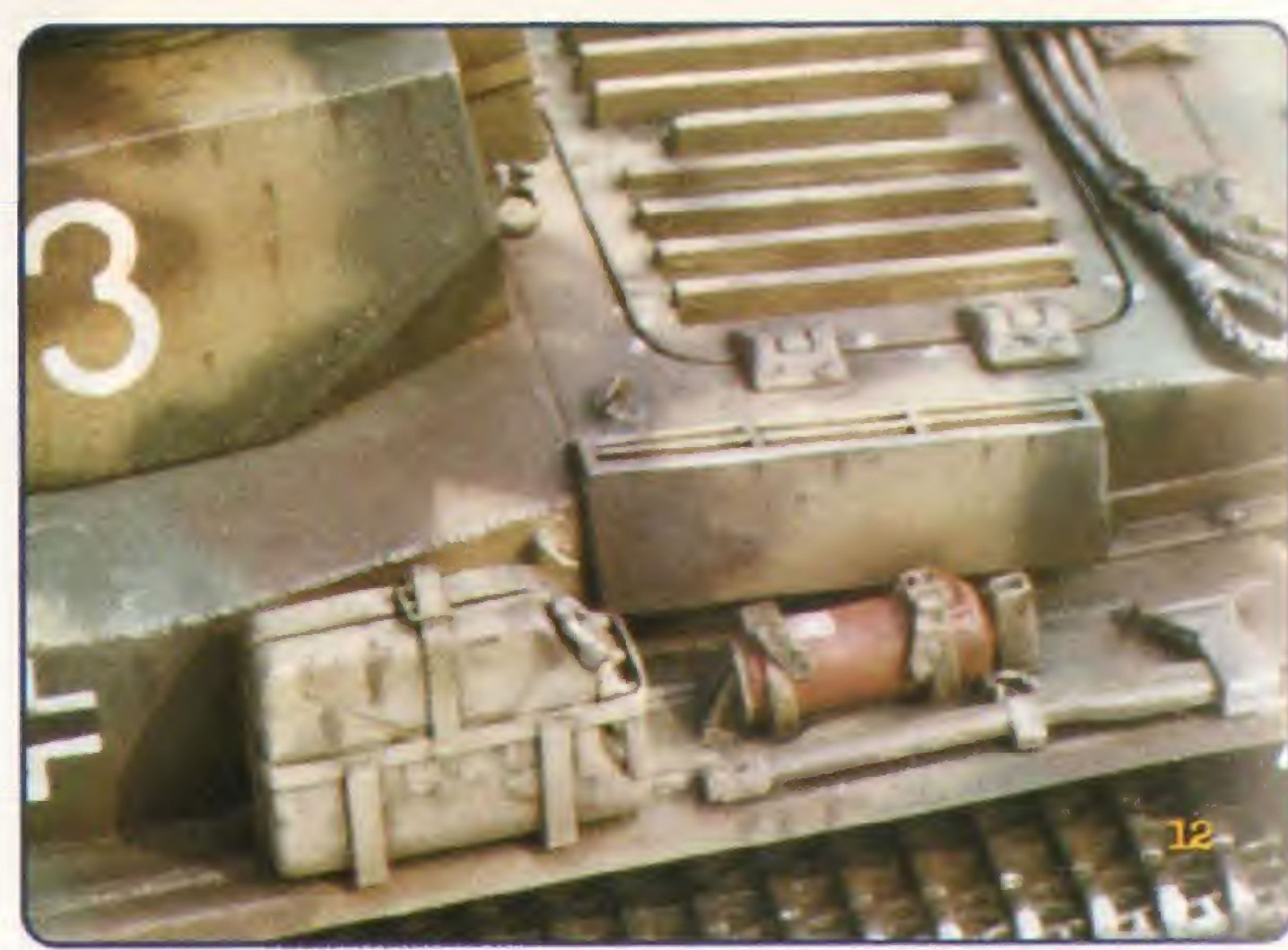


1, 2. The finished, but unpainted model. Note the variety of materials used. 3. The smoke candle racks were built using ModelKasten parts. I also added a slit cover for the headlight. The boxes were placed on spacer racks made from thin metal strips. 4. Note the cooling air inlets and outlets, custom-made parts replaced these



parts. All tool clasps were made using lead foil and metal strips. 5. Here, many improvements are visible. The missing reinforcements on the track covers were made using thin plastic strips, the spare track fittings from metal strips. Note the electric lining. 6. The jack from Tamiya's tool set is much better than most parts enclosed in today's kits. The jerry cans were taken from an Italeri set; the racks were made from metal strips. 7. The turret needed some modifications, too. So I replaced the gun barrel with an injection needle. 8, 9. The commander's cupola was relocated slightly shifted to the right. The parts were taken from a derelict Tamiya PzKpfw. II; all other details were made from plastic.





10. A close-up of the bow. I added traces of weathering very carefully. 11. This view shows the triple set of smoke dischargers. 12. I painted the fire extinguisher in plain red. Note that I added dust very carefully. 13. This view shows the improved rear plate and many further details. I gave many parts a metal finish, but again very carefully. 14. This top view gives a good impression on the general layout. 15. The driver's escape hatch opened inwards. My driver lazily leans out to listen to his commander. 16. The finished model. The figures were taken from various kits. It is important for me that they show a lifelike pose. All markings were taken from dry transfer sheets.



to make these boxes from 0.5 mm and 0.25 mm plastic. This took quite a while, since all ribs should be parallel. The result, however, is much better.

The track covers had two embossed reinforcement ribs each. I added these using very thin plastic stripes. Now the general construction of the hull was finished. Still, a lot of details were missing. I made a new rear plate from 0.5 mm plastic and glued new profiles to the sides of the engine compartment. The exhaust system was then fitted. I replaced the heat reflector with a new, wider one made from thin metal foil. Lifting hooks were taken from a photo-etched set. Tamiya tools were chosen because of their better quality. The smoke candle tubes, a set of three placed on the right fender, were built new using ModelKasten parts. The two boxes were fixed on a rack made from thin metal stripes, again for reasons of better accuracy.

Now the running gear was fitted. The modeler should be very careful not to fix the torsion bars crooked, or a lop-sided, shaky tank would be the result. The running wheels then followed. When finished, I glued the track links to the wheels—a very tricky matter, since the black color is atrocious.

The turret also shows a few flaws. The commander's cupola is mounted in the centerline, but it was slightly set to the right (see the photos). I removed the resin hatch completely and built a new one using old Tamiya parts. The ring was sanded to approximately half the thickness; periscopes and head protection ring were made from plastic. All smaller parts were replaced by custom made stuff, the massive barrel of the EW 141 by an injection needle.

Camouflage and markings

The prototypes of the VK 601 and the following limited production series of 40 units fitted with dry



pin tracks were delivered in 1942. Accordingly, these vehicles were finished in plain dark gray. S.Pz.Abt. 103 used a mixture of different camouflage schemes. The first Tigers delivered show practically only dark green and dark brown stripes, leaving no dark yellow visible. Later Tigers had a different scheme with each color applied at 1/3 ratio. I decided, from what I could see at the photos, to apply this more common scheme.

I used Humbrol Colors, H 93 dark yellow, H 30 dark green and H 160 red camouflage brown. The model was initially painted in complete yellow, the camouflage color following. Then the tracks were soaked with heavily thinned artists oil enamel. I used several brown tones and dark gray. This procedure was repeated until the tracks showed that realistic degree of slightly rusted gray I had striven for. The rubber parts of the running wheels were painted in a grayish black and, subsequently; all paint flaws at the wheels were retouched. All tools and further details were painted in a rusty gray for the metal parts and different brown tones for the wooden parts. I again decided to paint the fire extinguisher in red, a fact I can prove with many vehicles. The base color or a plain gray would do it as well...

—Thomas Anderson



A) Gathered by a group of SS-officers, this PzKpfw. I Ausf. C (no. 15) roars over the large training site at Zwolle. (Photo Kothe) B) The tank attracted the attention of all officers. Standing on the left is Sturmbannführer (Stubaf) Pätzsch, the battalion commander. This photo shows the open driver's hatch. It opened inwards, making it difficult for the soldier to leave the tank in emergency situations. (Photo Kothe) C) The tank commander is watching the scenery, while guarding the radio inside the tank. (Photo Kothe) D) This photo shows the arrangement of the three smoke dischargers. The main gun is not mounted. (Photo Kothe) E) This is the commander's cupola of Belgrade museum PzKpfw. II Ausf. C. This arrangement was fitted to the VK 601 also. (Photo Brankovic) F) This is one the first Tiger/E's issued to "103" during gunner training. This tank shows an extremely unusual camouflage pattern, leaving little of the original dark yellow visible. The new drive sprocket underlines this very clearly with its dark yellow color. (Photo Kothe)



MMiR RECCE

On-Track Panzer I ausf. C. Kit number OT3507. Suggested retail price \$90.00.

References

Encyclopedia of German Tanks of World War Two by Peter Chamberlain and Hilary Doyle, Arms and Armour Press, 1993.

The author would like to thank Mr. H. Kothe, veteran of s.Pz.Abt. 503, who contributed the original photos of the PzKpfw. I Ausf. C. A. Brankovic helped with material from Belgrade museum.



Son Of FAMO

DES Kit swings for the bleachers with its all resin Sd.Kfz. 8, and knocks us out of the ballpark



In October 1939, German manufacturers began production of a new series of 12-ton half-tracks. Prefaced by smaller brothers and followed soon after by the 18-ton Sd.Kfz. 9 'FAMO,' the new Sd.Kfz. 8 was intended for use by artillery units towing the 15cm sFH 18, 10.5cm flak, or 21cm Mörser. Daimler-Benz AG of Berlin-Marienfelde, Friedrich Krupp in Alsace, and Krauss-Maffei AG in Munich produced the model DB10, as it was also known. This new artillery tractor provided seating for 13 men and was powered by a Maybach HL85 TUKRM engine—the only German vehicle carrying this particular motor. Stamped steel front wheels were introduced to replace the spoke wheels used on the Sd.Kfz. 7.

Through 1944, some 4,000 of the Sd.Kfz. 8 DB10 12-ton Zugmaschine were manufactured. Only one variant was created, whereby 12 vehicles were outfitted with a firing platform mounting the 88mm Flak 18. With a top speed of 51 km/hr, a cross-country range of 125 kilometers, and a weight just under 15 tons, the popular Sd.Kfz. 8 served on all fronts of World War II.

Step One: Build the Tamiya FAMO

Save yourself some trouble. If you're going deep and buying the DES kit, you'll find it much easier to understand and assemble if you first build that FAMO you have tucked away. And if you've already built the FAMO, roll on. The DES instructions, like those in many resin kits, consists of eight photocopied pages identifying the part numbers and then showing the vehicle in various stages of completion.

It's not always clear. But the casting is top-notch, the fit is superb, and the finished product has a substantial look and feel that says, "Yeah, baby."

On with the show

DES takes you through the construction of the frame followed by the engine and front end. The upper half of the Sd.Kfz. 8 should be assembled separately to make it easier to paint. As with most vehicles sporting overlapping roadwheels, all those wheels should be painted completely before they're mounted. The engine's a beauty and fits together perfectly with the exhaust system and mountings. The primary component that ties the upper and lower halves together is the hood. This was not attached until painting was nearly complete, to allow access to the engine. The air filters were also left off until that same stage, as they fit snugly against the firewall, which is attached to the hood. Vented engine access panels on each side can be left separate and two hood latches on each side can be positioned so they actually help hold the engine panels in place. The cargo rack is particularly charming, flawlessly cast and a fine fit. Three bottom seat cushions and the entire driver's seat were also left separate for painting. Follow the instructions carefully, little butterfly, and constantly keep in mind how you're going to paint this. If you've built the FAMO, you already know.

Fixer upper

This kit is too fine not to have some fun, so here's what I did to take it a few steps further. Brackets for the distance poles are cast to the fenders, but there are no poles. I drilled out each mount,

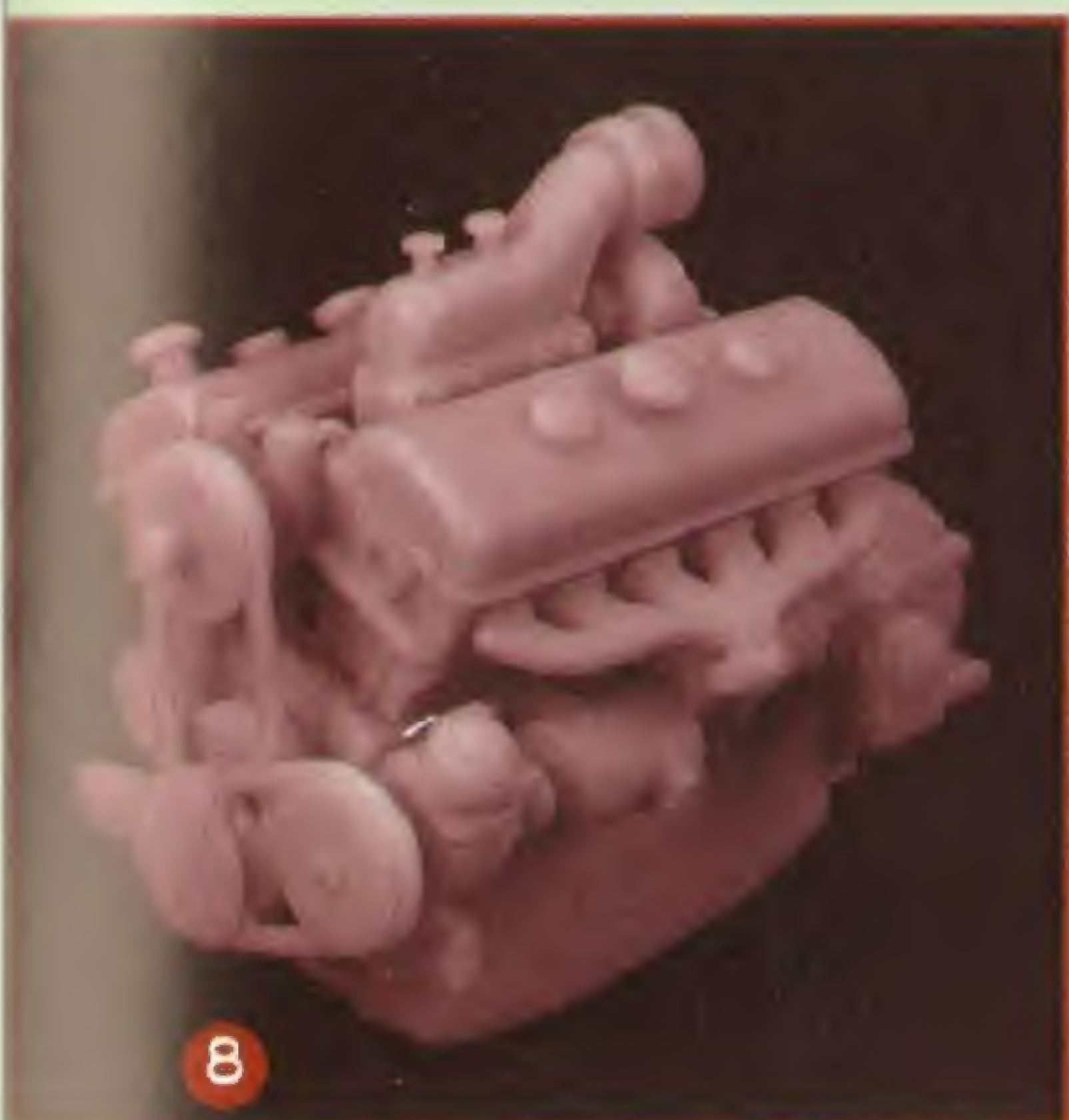
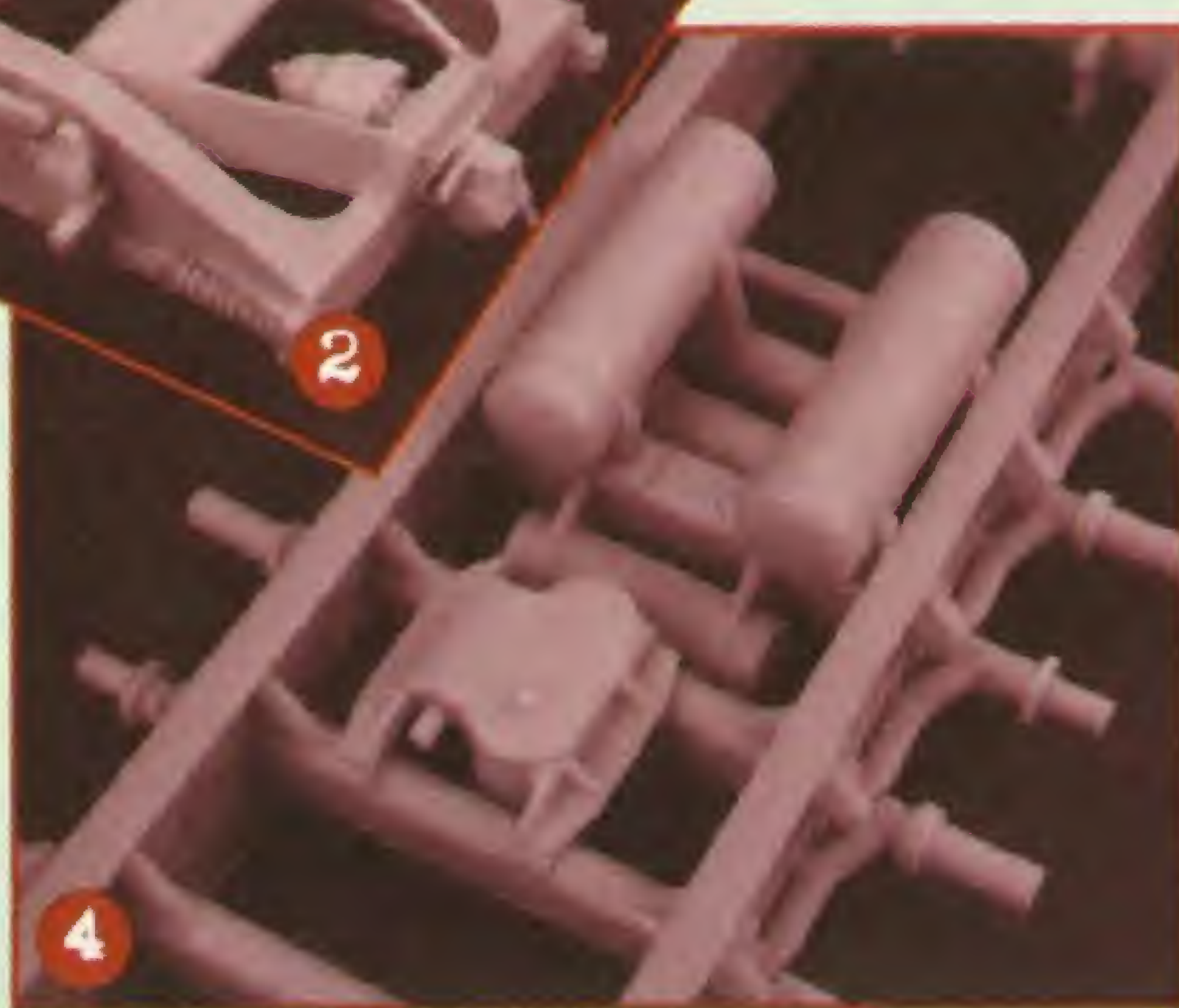
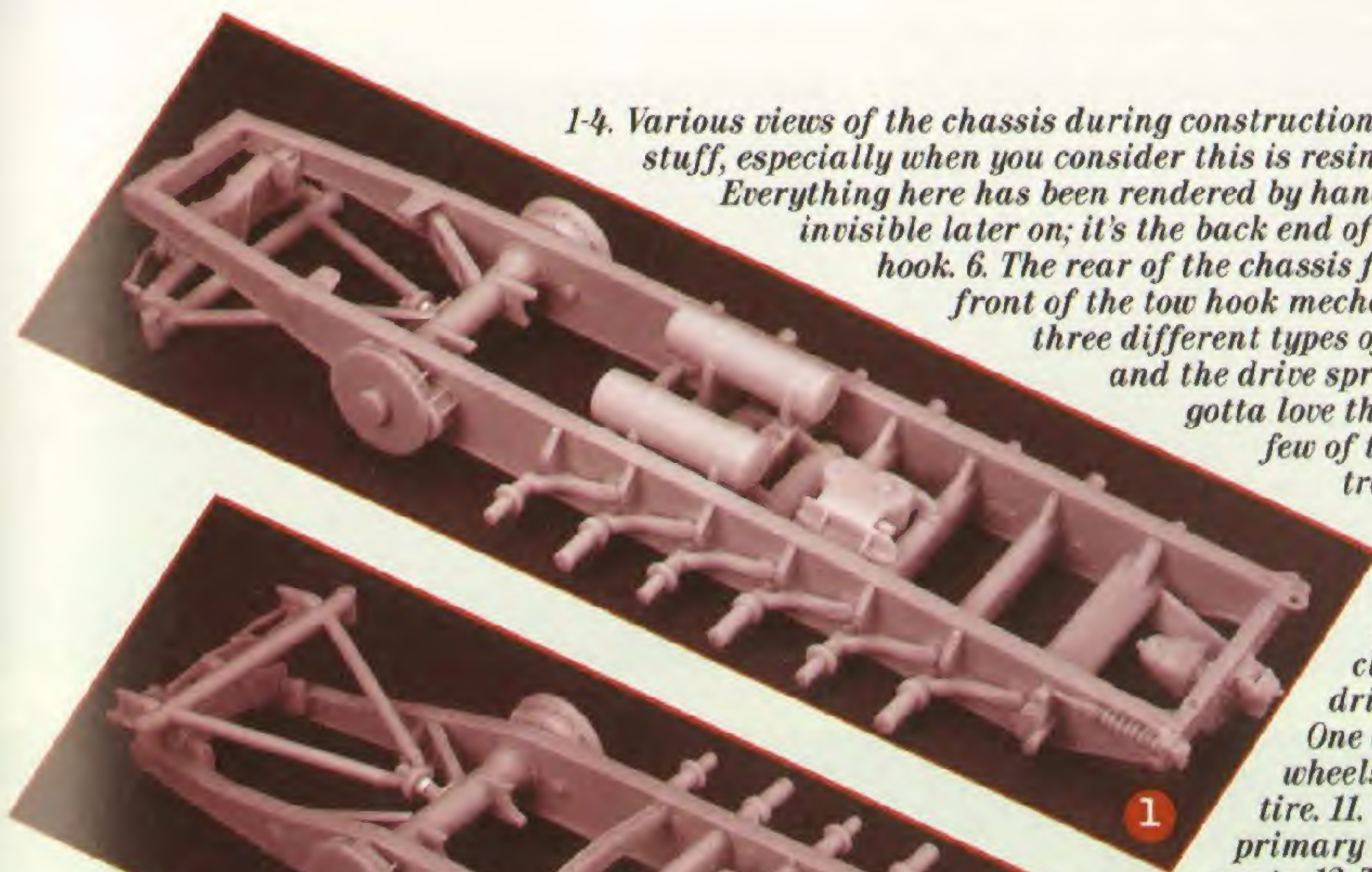
bent some brass rod, and affixed balls from the Royal Model set #088. Safety chains were affixed to each of the six seat accesses. ABER chain (from #35A16) was used, along with Grandt Line bolts and a hook for each chain made from copper wire. Two of these chains were hooked in the 'closed' position, and the other four were coiled up or left hanging. ABER chain was added to the front and rear towing pintles. The taillight and driver's spotlights were wired up. A total of 24 U-shaped hooks were made from thin copper wire and put in place around each of the six access openings; these were used to secure the canvas doors in inclement weather. Wire handles were also added to the two engine access panels, and valve stems were added to the two front tires. I decided to raise the bar a bit on the tread plate, and used Eduard's German Floorplate #1 (#35142) as a substitute. This was no small feat. After a bit of trial and error, I fashioned paper templates for the driver area and transferred those shapes to the etched sheet. Ditto for the tread plate panels on each fender, just outside the driver compartment. The crew compartment consists of three main sections with portions of the side fender integral to each. For the life of me, I couldn't get those fender sections to match up evenly on the sides, so I resolved to make new fenders. Strips of lead foil were cut to shape, superglued over the resin fenders, trimmed down, then burnished with the handle of a hobby knife. The four long grab handles in the passenger compartments were made from wire. There are no rifle racks provided in the kit and using wartime photos I'm not entirely sure that all these vehicles had them. (If they did, you'll find some in the Eduard set for the Tamiya FAMO, #35287.) The steering linkage is a thing of absolute beauty, and it looked so good I decided to make it workable. There are six pivot points that were care-

1-4. Various views of the chassis during construction. Very sexy stuff, especially when you consider this is resin, not plastic. Everything here has been rendered by hand! 5. This is invisible later on; it's the back end of the towing hook. 6. The rear of the chassis frame and the front of the tow hook mechanism. 7. The three different types of roadwheels and the drive sprocket. 8. Ya gotta love that engine! 9. A few of the other drive train components, the transmission, fan shroud, air cleaners and drive shaft. 10. One of the two front wheels and the spare tire. 11. These are the primary body components. 12. The tracks are strip and link. 13. This is the way the rear cargo rack is broken down in the kit.

fully drilled through with a pin vise, and brass dress-maker pins were inserted so that the front end turns side to side, and the steering rod flows right along with it.

Chapter five: Pat, the post-war years

Heading for the airbrush station, the Sd.Kfz. 8 was comprised of numerous subassemblies: drive sprockets, rear idlers, 24 roadwheel halves, lower seat cushions, driver's seat, upper half, lower half with engine installed, hood, front wheels, spares, two chocks, steering wheel—quite a list! But with so many ins and outs, trying to paint the Sd.Kfz. 8 all in one piece would be more difficult than not. Everything was lightly spritzed with Krylon White Primer out of the can, then sprayed with Tamiya Dark Yellow spray lacquer. (Have you tried this stuff yet? It'll change your world.) Next, the underside was airbrushed with a dark gray/brown mix of Tamiya acrylics. The appropriate uppers were airbrushed with Tamiya Dark Yellow acrylic, followed by a camo scheme of dark green and red brown. The next day I applied thin washes using a variety of artist oil blacks and browns. The upper and lower halves were mated and various smaller details put in place. The roadwheels were finished and attached, and the fun began with the track links. Anyone producing resin track links needs to take a hard look at this kit to see how it should be done. The rubber blocks are integral, and the lengths and links literally snap together. I sprayed all the track parts with Rustoleum Anodized Bronze. After careful study, I mounted individual links around each drive sprocket, then worked four length sections back along the roadwheels on each side. More links wrap around the rear idler, and the fit is amazing. (DES even includes a few extras.) The rubber blocks

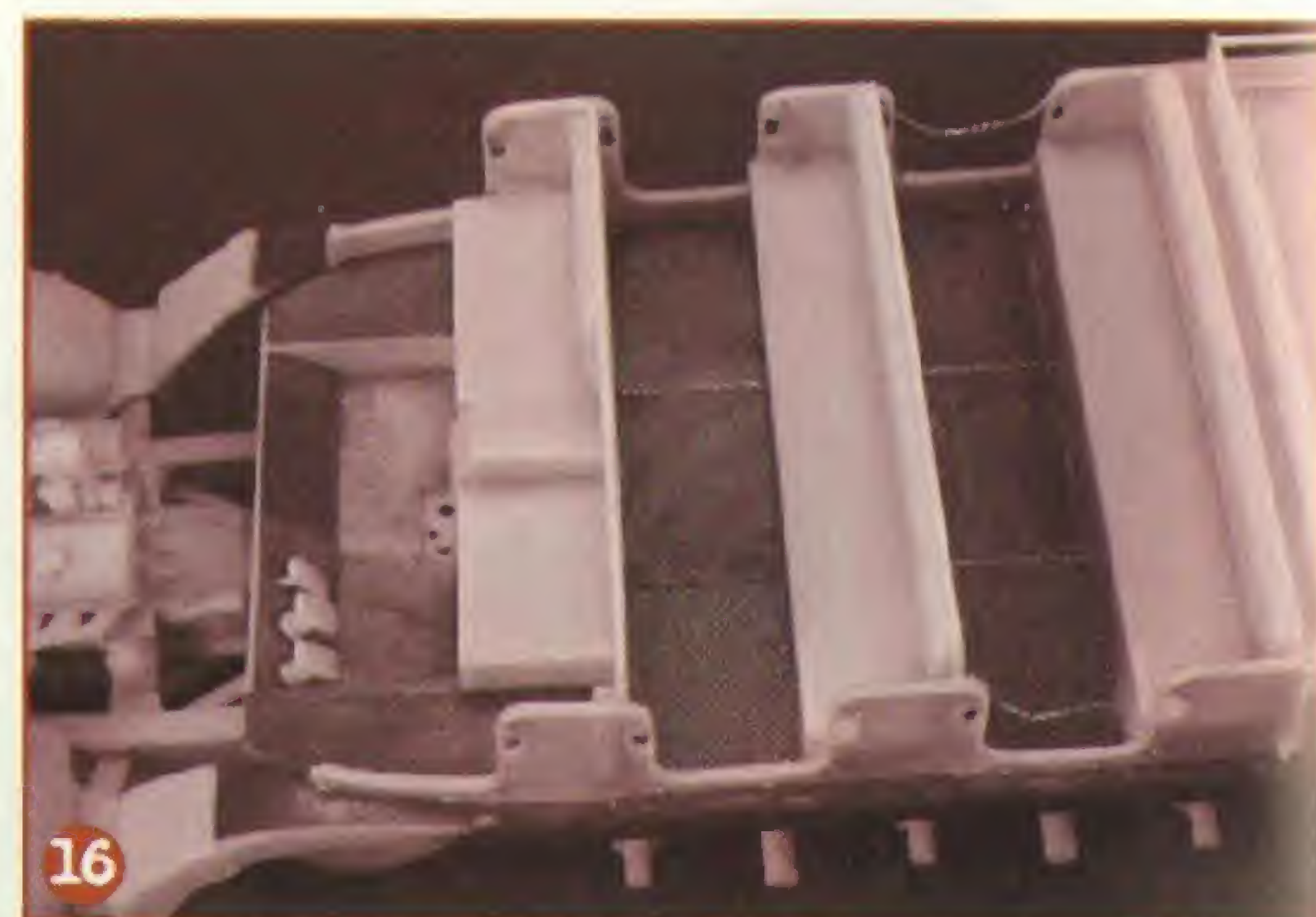


were then painted black and the tracks were weathered.

The engine was painted and weathered and the hood attached in position, allowing the air filters to be installed. A radiator hose was cut from plastic tubing, bent over a candle, and attached between the radiator and engine. A simple wiring harness was mounted on the firewall and the motor was wired up. DES provides a large sheet of clear plastic for the windshield, which has to be measured and cut. The windshield was attached with Testors Clear Parts Cement, and Testors Masking Tape was used to tape half-moon areas where the wipers keep things clear. Wehrmacht license plates were found on the Tamiya FAMO decal sheet, which fortunately supplies three sets of markings.

The dash and gauges were painted and the lenses filled in with Testors Clear Parts Cement. The tail lenses were painted using Tamiya Clear Red. A spare lens was found in the parts box and mounted in the spotlight. The spares and chocks were inserted into the rack through the rear. But I had a specific idea in mind for the finish—an artillery tractor motoring through the Western Front in the spring of 1945, with its winter whitewash well worn. (Say that fast five times.) I used FolkArt Wicker White acrylic paint in a wash of varying thicknesses, cut with Polly S Airbrush Thinner. I swirled and smeared and rubbed and poked, and finally got a whitewash that was in its final stages. This acrylic dried quickly, and another thin wash of Raw Umber artist oil paint was applied. If

you've ever lived where winter brings snow, then you're quite familiar with the buildup of muck, filth, ice, and general crud on your vehicle. Large chunks of brown frozen ice form in the wheel wells and beneath the bumpers. I replicated this by mixing 5-minute epoxy glue blended with dark brown acrylic paint. This creates an unholy brown goop, but it's terrific once you start slathering it on. Next, the



14. The steering linkage drilled out at six points and brass pins inserted to make the whole thing workable. To show you what I mean, for this photo the right pin was removed where the rod meets the hub. 15. Close-up of the left side of the linkage. There are four drilled and pinned points on this side, and two on the right. 16. Overview of the Eduard tread plate added to the kit. Paper templates were fashioned for the driver compartment, then transferred to

the Eduard sheet. For the in progress shots, the upper and lower halves are only temporarily attached. 17. This is the spare tire carrier that mounts under the bodywork. 18. The collapsed canvas cover for the crew compartment. 19. ABER chains were added to each of the six access areas, along with U-shaped canvas door hooks made from copper wire. 20. The right front side. This ABER chain was stuffed through the grab handle, as if it were pushed out of the way. The lead foil fenders are going into place. 21. Just look at that resin; it's so well cast it

looks like injection plastic. Here, a bit of ABER chain was connected to the front towing pintle, secured to the bumper with a hook made from fine copper wire. 22. Each of the six safety chains features a Grandt Line bolt and a hook made from fine wire. 23. The rear end, showing the tow cable feeding from the spool underneath. The taillight was wired up, a pair of hooks was made from wire, and ABER chain was added to the pintle. Here the two spare tires and two chocks have not been inserted into the stowage rack underneath. 24.

The main shot shows the side cowling on, but in all these shots it's off so you can see the engine. 25. The windshield was masked and sprayed with light gray. The wipers are Eduard items. 26, 27. The front end sporting my frozen mud. Note the Hudson & Allen leaves stuck on the fenders.





28. The figure is a Warrior item with Hornet head. 29. Maps and newspapers were part of the interior decorating. 30. The Eduard tread plates are a nice addition.

31. The rack is there and ya might as well use it—right?

32. A few of the leaves also made their way into the crew compartment.

33. A good close-up view of my scuzzy-looking white wash technique.

34. The dash board area. Note the mud on the floor.

35. The completed rear tow hook and the cable feed for the rear winch.

36. Mmm, mmm, good! The soup can and Thermite container on the rear seat.



from stretched white sprue. I finally decided that a driver was in order, and used the driver figure from Warriors FAMO Crew #1 (#35316), modified with a new left arm and hand and a Hornet head. A scarf was made from Apoxie Sculpt. It's a tight fit, but with modifications to his butt and the steering column, you can get him in there.

Overall, a thoroughly enjoyable modeling experience, highly recommended for German half-track buffs.

—Joe Porter

vehicle was held upside down and I sprayed superglue accelerator into the wheel wells, sprinkled in some fine white sand, then added a few drips of superglue. Instant snow crud. I used an old bottle of Pactra Dark Earth and an old brush to fling mud around the fenders and on the floor. Hudson & Allen leaves from their Forest Litter set (#9403) were attached at various points with white glue. The windshield was given a quick airbrushing of dirty gray, the masks were removed, and etched wipers were added from Eduard's FAMO Detail Set.

Stow, stow, stow your stowage

A heapin' helpin' of stowage was just the ticket for the cargo rack. An assortment was test fitted, painted, and installed, using Italeri, Custom Dioramics, and VP parts. In the passenger and driver area there's a soup tin, satchel, maps and newspapers, map case, helmet, and a couple of crushed cigarette butts made

MMiR RECCE

DES Kit Sd.Kfz. 8 Daimler-Benz DB10 12t Zugmaschine 1939/1944. Kit number 35076.

Suggested retail price 750ff (around \$100.00). Kit graciously provided by the manufacturer. Available in the U.S. from The Red Lancers. 4,000 of these reached the front lines in WWII, and strangely DES is the first to think about making a kit. And what a kit! All resin, outstanding casting, and superb fit. Additional individual details are specified in the text.

References

Militärfahrzeuge of the Wehrmacht, Ryton Publications, 1997. Excellent shots of the Sd.Kfz. 8 series, along with the Sd.Kfz. 7 and 9 and dozens of other vehicles.

Collectors interested in purchasing this model can contact jporter@cosmicbovine.com



Spectacular Spähwagen

**FANTASY + HISTORY = ONE FINE
PUMA CONVERSION
FROM AZIMUT**



All model photos: Fraser Gray

As World War II progressed, the Germans needed to simplify production of armored vehicles to maximize their efforts. Although well made, the vehicles took a lot of manpower to build as well as absorb materials and occupy machine tooling availability. Many of the existing designs were of pre-war origin and could not have weapons upgrades added easily. A four-wheeled replacement for the existing SdKfz. 222 was to be introduced in 1943 designed by Bussing-NAG. It was intended to use common components with the SdKfz 234 series of eight wheeled heavy armored cars, which was also scheduled for the same in-service date. The new light car was to be powered by a six-cylinder air-cooled Tatra engine, effectively half of the 234's power unit. The weight was to have been about seven tons, with frontal armor of 30mm. The proposed armament was a 5cm gun with a coaxial MG 42. The requirement was dropped before the vehicle reached service status as it was felt that the reconnaissance role was best served by the SdKfz 234 and its variants, but in fact these were very scarce and never reached large production figures. The reconnaissance companies of the Panzerwaffe favored the SdKfz 250 half-tracks, which had better cross-country capabilities than their wheeled counterparts.

Azimut's model is a mixture of new resin parts

and plastic components from Italeri's "Puma" armored car kit. This approach means that you do not have to search your local model shop to find the plastic kit required for the conversion, everything is supplied in the box. The hull is made of a good quality resin, is molded as one solid piece, and thus quite heavy. This factor must be taken into account when fitting the suspension. Make sure the assembly is strongly glued to take the weight. The long fenders are separate items, with plastic turret, suspension and wheels. The hull owes much to the Puma, but is visibly shortened and reshaped aft of the fighting compartment. The short section removed is the legroom for the rear facing driving position, but the hull keeps the whole engine deck of the Puma. I would have expected the hull to be a bit shorter as the engine would have been effectively half the length of the Puma's. However, the vehicle is just conjecture so it could be correct.

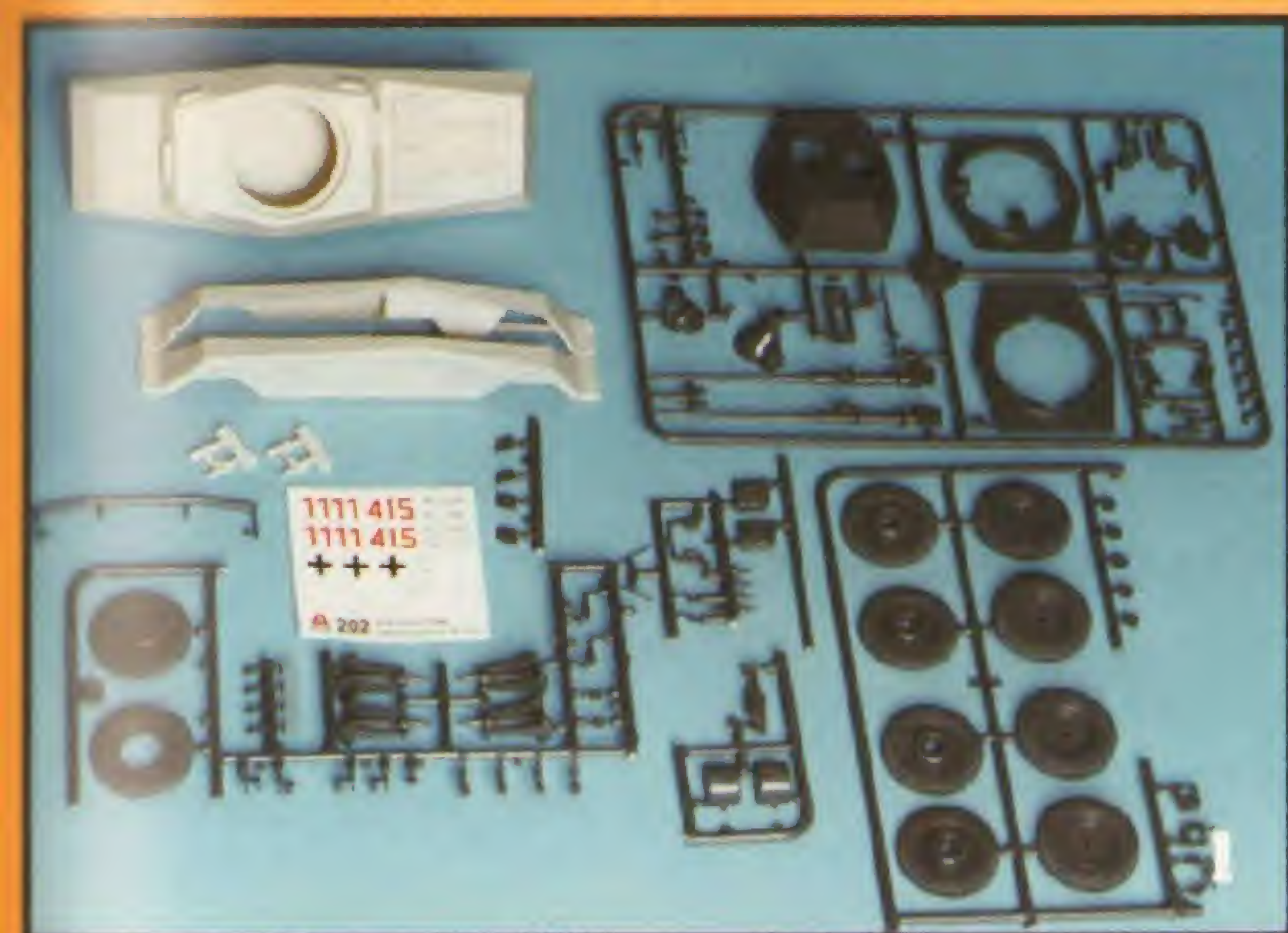
What the hull

Assembly is fairly easy and is assisted by a simple instruction sheet. Azimut's molding quality is very good, as usual, with hardly any defects at all. Step one is the assembly of the suspension. The original Puma series used leaf springs acting on pairs of wheels but this would obviously not work on the four-wheeler. Azimut has chosen a coil spring system, which is produced in resin. This looks quite under sized, especially when compared to similar

systems on the lighter SdKfz 222 and associated chassis, such as the Horch personnel car. The kit suspension arm units have small location blocks molded on that need to be removed or else the coil springs will not fit correctly. Components from the Puma are supplied to reproduce the all wheel steering found on German armored cars. I had to clean up some of the suspension mounting holes on the resin hull, but the work was nothing that the average modeler could not easily do.

Once the suspension has set firm, I attached the fenders. These were not that good a fit and I had to use a bit of filler, but nothing excessive. I carefully removed the molded on padlocks for the side lockers and attached new ones from Eduard's etched detail set for the SdKfz 234/2, number 35198.

The rest of the hull assembly is mainly adding details such as tools, lights, exhausts and lifting eyes. The plastic items supplied are useable, but I chose to change or rework most of them. The lifting eyes on the hull were replaced with Eduard items, detailed with bolt heads made with a punch and die. The plastic front bumper bar did not fix too well to the resin hull, so I drilled holes to take brass strengthening rods. The Italeri jerrycans were replaced with Tamiya items from kit number 35186 and attached to the fenders with etched straps. All the tools were replaced with Tamiya's excellent On Vehicle Tool Set, with further details from the etch



1. The main components of the kit. Azimut's model is a mixture of new resin parts and plastic parts from Italeri's "Puma" armored car kit. 2. I scribed a line on the roof using Dymo label tape as a guide, then textured the edges of the front plate to resemble torch culling. 3. Components from the Puma are supplied to reproduce the all wheel steering found on German armored cars. 4. The smoke grenade launcher brackets were a bit thick so I replaced them with items made from plastic card. 5-8. The kit completed and ready for painting. The various plastic kit parts and the resin elements are evident. It looks a bit strange without the extra wheels! I added bolt heads to the external gun mounting and textured the Saukopf mantlet. The periscopes in the turret hatches were also detailed slightly.



On the roof plate is a small ventilator grille. I drilled it out and made up a new grille from fine plastic strip. The front plate has a separation line where it is welded to each side plate but somehow Italeri did not extend this to the roof. I scribed a line on the roof using Dymo label tape as a guide, then textured the edges of the front plate to resemble torch culling. Italeri also missed the aperture for the gun sight on the front plate, so I drilled a



set as well as scratch built parts made from thin plastic sheet and strip. The Bosch headlamps were taken from the Tamiya set, with mounting brackets fabricated from plastic sheet. I used thick fuse wire for the cable conduits. The exhausts were stippled with thinned putty to obtain a rusty textured surface. I removed the thick mounting brackets and fitted thin plastic strip ones instead. The mould seams on the exhaust pipes were sanded off and the ends were drilled out carefully.

The wheel deal

The kit wheels are adequate and I used them straight from the box. There are resin ones available which are better detailed and have much more realistic tread patterns. Royal Models make a good set for the Puma but you will have four wheels left over! The spare wheel at the rear of the vehicle was mounted on Eduard's etched brackets, but the kit items are perfectly useable, especially as they can hardly be seen.

It's turret time

The Italeri turret parts need some sharpening up to look good.

couple of holes that I filed into the correct vertical slot shape. I added bolt heads to the external gun mounting, then textured the Saukopf mantlet using a ball shaped burr in a mini drill. Cast seams on the mantlet were made with thinned putty, stippled between two strips of Cello-tape to obtain the correct width. The end of the barrel for the co-axial MG was drilled out.

The periscopes in the turret hatches were detailed slightly; I added thin strip round the edges. Nothing much but it affects the final look of the kit—I hate to see just blobs of plastic!

I thought the smoke grenade launcher brackets were a bit thick so I replaced them with items made from plastic card, using the kit parts as templates. I used very fine fuse wire for the wiring. Lifting hooks were glued in place on the turret and their weld seams were reproduced with textured epoxy putty.

Final exams

The final items to be fitted were the most delicate. I wanted to depict a command vehicle fitted with a star aerial. The Eduard set includes the armored shield for the base unit and I used it with an aerial base from Tamiya's ubiquitous Tool Set. The aerial itself was made entirely from stretched sprue.

The width indicator rods in the kit are quite





thick so I used just the base parts and added rods from stretched sprue. The end balls were the kit items cleaned up with sanding film. The mirror is as supplied by Eduard, with a reflector cut from aluminum foil (the kind used in the kitchen, which has a matte side and a very shiny side) with a punch and die set.

I chose a late war camouflage scheme of dark yellow (Humbrol 94) and green (Humbrol 150), applied with an airbrush. This scheme was used on some Tiger II's and is quite distinctive. Perhaps the reconnaissance units would have had the same type of color schemes? I used a punch and die set to make a stencil for the "O" patterns. The kit is supplied with Italeri's Puma decal sheet and I used some items taken from it.



9. I chose a late war camouflage scheme of dark yellow and green, applied with an airbrush. I used a punch and die set to make a stencil for the "O" patterns. 10. The kit is supplied with Italeri's Puma decal sheet and I used some items, such as the numbers and the Balkenkreuz. 11. The "Abstand 100m" marking on the engine deck rear access cover was taken from a Verlinden dry decal sheet. 12. I wanted to depict a command vehicle fitted with a star aerial and it was made entirely from stretched sprue with an aerial base from Tamiya's Tool Set.



MMiR RECCE

Ironside kit no. 1R66 4Rad Spahwagen Neue Art. Suggested retail price 349.00 French Francs (around \$50.00). This kit can be found in the states if you poke around. Red Lancers and The Right Stuff are both know to carry the line.

References

Unfortunately, there's nothing of any substance in print on this vehicle. There is a single color plate in the Ryton publication *Militärfahrzeuge of the Wehrmacht 1*. I have also seen a single, grainy photo of a turretless vehicle in an older issue of *Wheels & Tracks* magazine.



The "Abstand 100m" marking on the engine deck rear access cover was taken from Verlinden dry decal sheet number 164, German Military Vehicle Markings number 2. I used pastel chalks and a variety of light tan over sprays to weather the vehicle, adding rust chips using a very fine sable brush.


The tires were painted dark gray, with sprays of earth and tan to simulate road dirt, making sure the mixture went into the grooves of the tread pattern. The treads in contact with the road were dry brushed with a mix of black and gray. After spending some time looking at real vehicles, I feel this gives a good representation of well-used tires rather than just painting them gray and then dry brushing with earth.

The exhausts were painted with a combination of sand, red and brown colors to simulate heat-induced rust. As a final touch, the balls at the end of the width indicators were painted white.

The figure in the turret is a Verlinden item. The skin tones were painted in oils over a Humbrol Sand base coat. The uniform was painted as a black Panzer uniform, but on reflection it may have been better with a camouflage pattern. Just a thought.

Conclusion

OK, so the vehicle was never actually built and many modelers will be unhappy ("It's just fantasy") but there are others who will welcome another German armor kit, whether it saw service or not. It is certainly different from collections of every type of Tiger built!

Allowing for the fact that the hull is heavy, the kit is quite simple to construct and builds into an attractive model that will fit easily into a collection of German armored vehicles. Well done, Ironside! 

—Fraser Gray

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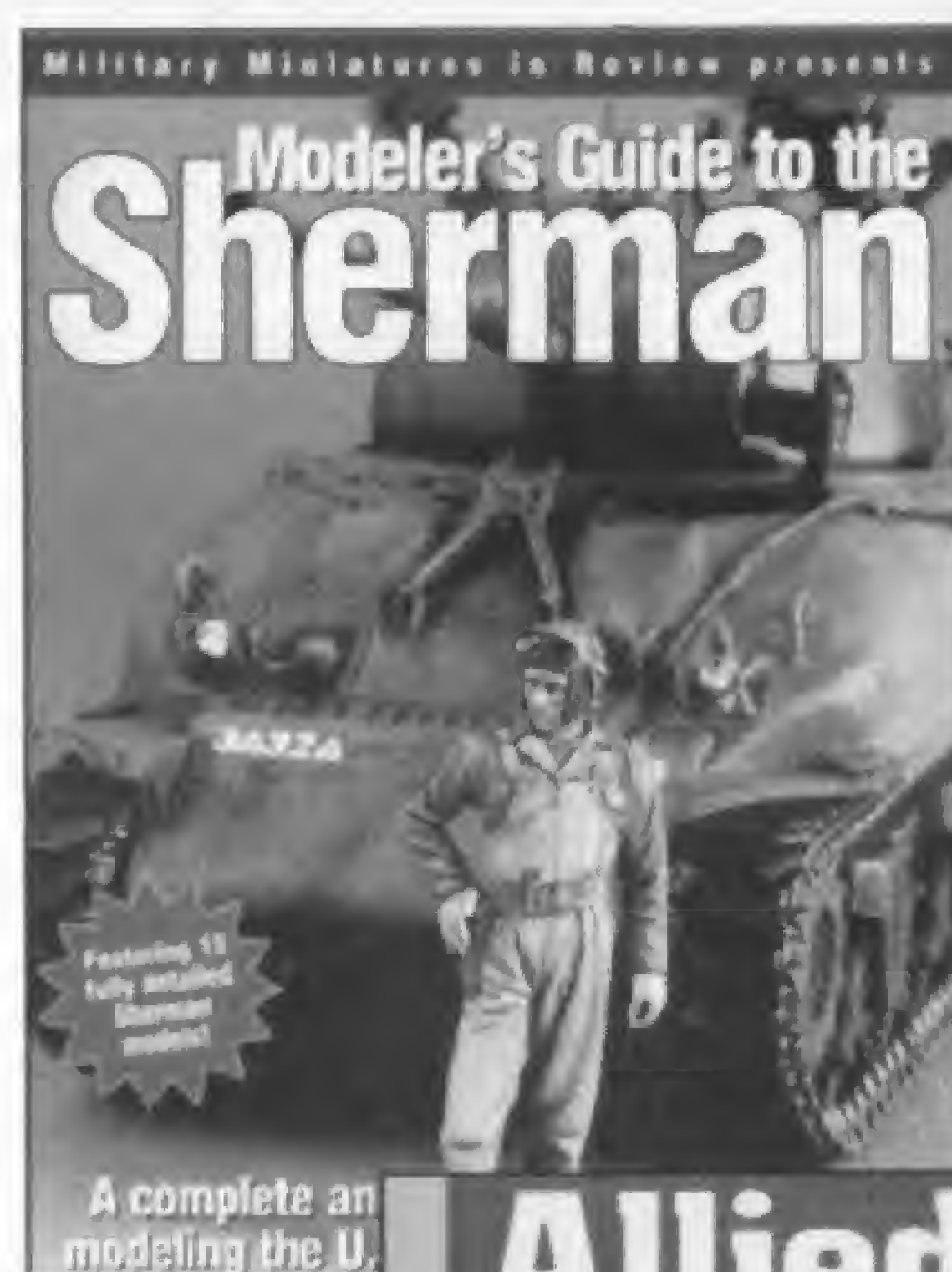
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COFFIN WIP

Skif Models' BTR-152V1 Soviet APC

Photos: Jim Hensley

Most of my time in the Army was spent as a Photo Interpreter, or Imagery Analyst, as they are called now. I remember going through the Imagery Interpretation course at Fort Huachuca many years ago where they taught us Soviet ground equipment identification. One of the easiest pieces of equipment to learn was the BTR-152. The reason was the Russians usually covered the top or troop compartment with a light color canvas. Because of the shape, when viewed from above you got the distinctive coffin shape. Of course that is what we commonly called them, "The Coffins," but I believe that title might apply to them in more than just a visual way. Since then, I have loved Russian armor, so when SKIF finally came out with a 1/35 kit of the BTR-152 I jumped on it.

Where it all began

The Russians, for a number of reasons, including money, time and resources were very slow in providing armored carriers for their infantry. Unlike all the major European and U.S. combatants in World War II, the Russians never developed an armored personnel carrier (APC) until after the war. Their first effort, which eventually produced the BTR-152, started in May 1946 when the ZiS automotive plant completed the first prototype of new ZiS-151 2.5-ton cargo truck. This truck was a copy of the American International Harvester K designs, which were given to Russia during the war as Lend-Lease. A new design bureau was assigned the task of designing an armored infantry transporter (bronetransporter or BTR) based on this truck.

The plan was to use a modified ZiS-151 (later the ZiL-157) chassis as the basis for the new armored vehicle. The design was heavily influenced by both German APCs, which they captured a number of during the war, plus the scout cars and half-tracks the U.S. had furnished. Initially, there were to be two versions: one primarily for infantry, the BTR-152, to hold 17 infantrymen and 2 crewmembers and the second to mount the ZPU-2, a new twin 14.5mm machinegun, as a fire support vehicle for the BTR-152A.

In May 1947 two prototypes, one of each type, were completed and submitted to the state for trials. The BTR-152 went into initial series production in 1949 and was officially accepted by the Soviet Army for service on 24 March 1950, entering service that same year. The BTR-152A started entering service the next year.

Around 1952, the ZiS Automotive Plant in Moscow, renamed ZiL in 1953, began developing another American idea that they got during the Lend-Lease period of controlling tire pressure on trucks. This allowed the driver to adjust air in the tires when encountering different types of terrain and conditions, such as rough terrain or snow. This gave the vehicle better traction. It was first used on trucks but later adapted to the BTR-152 in 1954, which was redesignated the BTR-152V. This first system had extensive external airlines, which looked very fragile. Later the external pipes were mounted internally and the resulting vehicle was designated BTR-152V1, the subject of this article. This vehicle became available in 1959 and also included infrared driving lights. The earlier versions of the BTR-152 were also rebuilt to reflect the new improvements.

Production of the BTR-152 ceased around 1959-60, which was then being replaced with the BTR-60. Total production of the BTR-152 is believed to have been around 15,000. There were a number of variants, from overhead armored versions to command and control types. The BTR-152 series was officially removed from Russian Army inventory in 1993, although there are a number still around in the service of other countries.

What is in the box

This is the first SKIF kit that I have actually built. I do own others, but after looking at them and reading articles on how bad they were, I just never got around to building them. Anyway, this kit looked like one that should be pretty easy and

looked correct. The kit is cast in dark green plastic, with real rubber tires, a small photo-etched set and decals. The photo-etch consists of heavy-duty brass for a couple of items, including the saw, headlight guards, fan blades and machine gun handles. I did wait until Eduard came out with a photo-etched set before beginning. The Eduard set is one of the new ones with color instructions that are a lot easier to understand. I also decided to use a couple of figures from the DML Soviet Motorized Rifle set. The kit instructions are very well illustrated, but still confusing. Also there are several places where the numbers have been replaced with glued on pieces of paper correcting mistakes. Unfortunately, there are a couple of numbers that are still wrong, so be careful. The worst part of the instructions is the arrows showing where something should attach. They are not always right and not always even close, so again, you need to pay close attention before gluing.

The suspension is killing me

I started by following the steps outlined in the instructions, but very quickly had to start jumping around because I was using photo-etched parts and having to paint some areas before proceeding.

I began with the suspension system. This is one very complicated assembly. I studied the instructions and started with the rear axles. The instructions are well drawn but the assembly is so complex more illustrations would have helped. The drawings are wrong in Step 4, where Parts 28A are shown mounted backwards, so you need to reverse them. There are a few sink marks, but other parts cover them. I had a lot of problems mounting parts 18A in Steps 1 and 4. The directions are a little unclear as to which way they point. Unfortunately, I have no reference photos showing these air reservoirs or whatever they are. In other steps they are shown in different positions, so I rightly or



1. The portholes were too proud and had to be removed. Also, some rather nasty sink marks had to be filled and sanded down. 2. The two doors were a combination of kit parts and photo-

wrongly followed the first instructions. I cleaned up all the tires using a Dremel tool to remove the very thin seam that runs around them. I then roughed up the tire surfaces with sandpaper. The tires are great, they have raised Cyrillic lettering on the sides and are hollow.



etch. The hinges were better on the kit than the photo-etch ones. 3. The front louvers have been cut out (not easy) and replaced with the photo-etch ones. 4. The 7.62mm machinegun with a combination of kit brass handles and Eduard's photo-etch parts to spruce it up. 5. The engine with the kit's photo-etch fan blades attached. 6. The chassis almost complete with all the sides on. 7. The air pressure control panel with the air lines glued in. Also, the extra gearshifts and boots made of tissue paper around them are in place. 8. The basic chassis with the engine and front grill attached. 9. The engine and firewall with the radio are now attached. I also replaced the straps on the fuel tanks with photo-etch parts. 10. The driver's side of the cab. The kit steering wheel was used since Eduard's was flat.

I then continued with assembling the rear under frame. Again, the parts are well made, but location points are vague and you have to pay close attention to the instructions. I glued the wheel rims on but left the tires off till after painting. Actually, if you are careful, the tires come off without any difficulty, which makes them easy to finish separately.



I continued with assembling the engine. I used the kit supplied brass photo-etched fan blades. The engine is basic but does look good. However, I had decided to have the hood closed so I only put it in to keep the drive train complete. After serious thought, I decided to remove the front louvers and replace them with the Eduard ones. All the reference photos I had showed them open and Eduard provides a nice radiator grill, which can be seen through the louvers. I cut out the old louvers on part 102D and then glued in the brass ones.

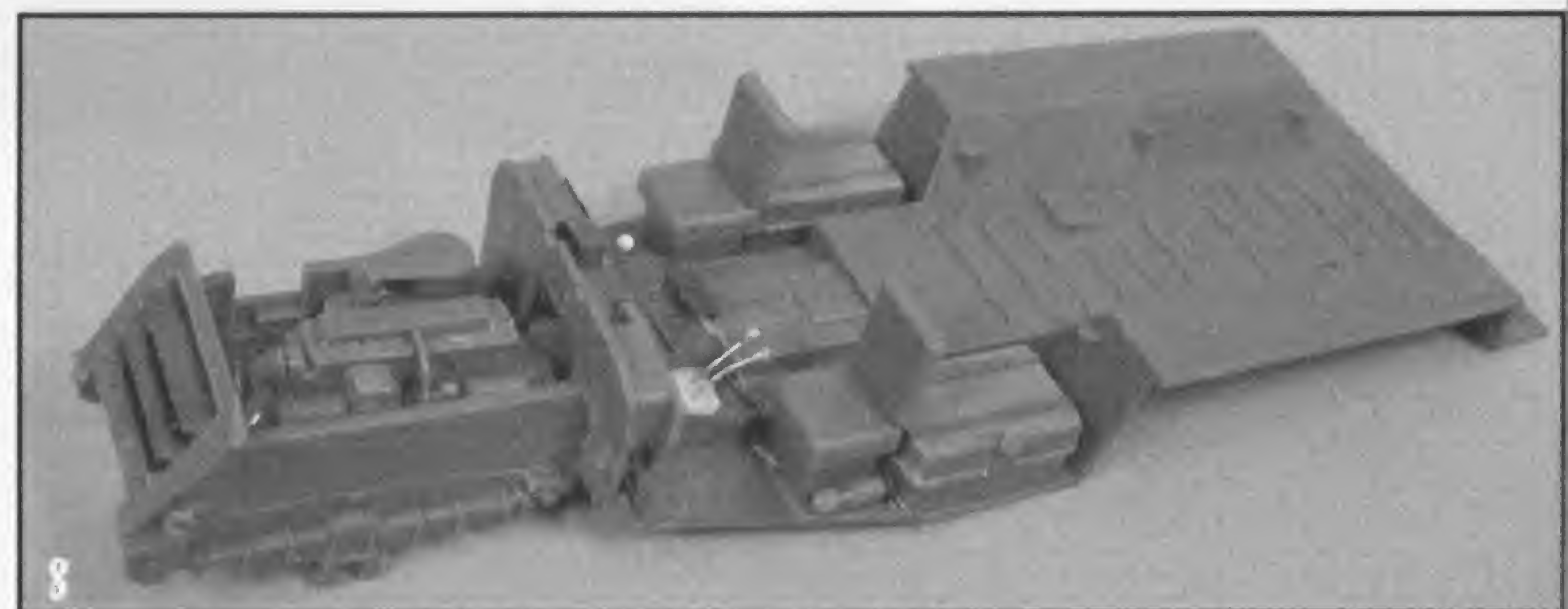


Now into the interior

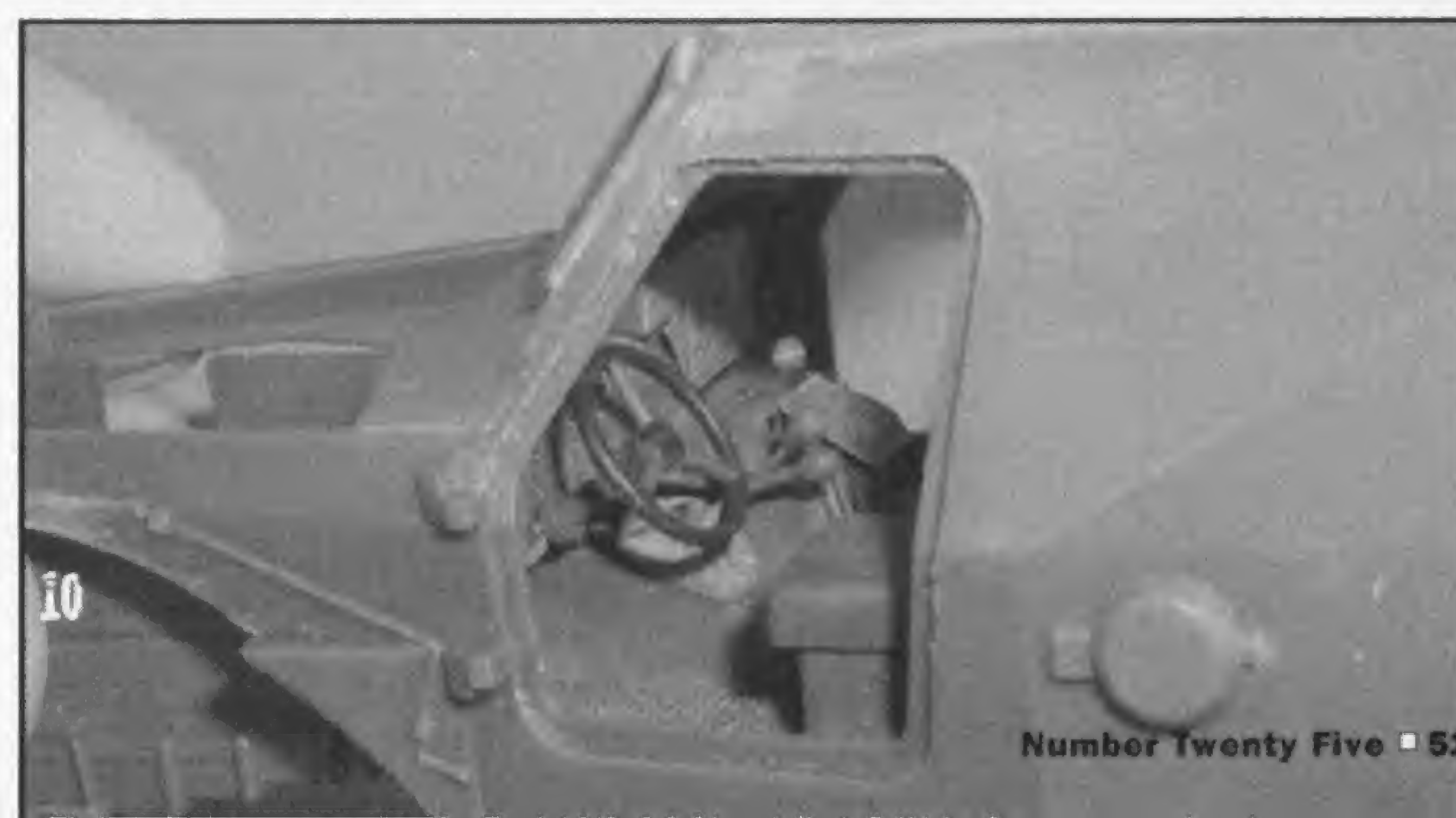
At this point, I deviated from the kit sequence considerably since I was including details from the photo-etched set, some of which required painting before further assembly. I detailed the cab floor area with the Eduard photo-etched floor panels. I also added the pedals and the tire pressure control panel to the center console. I have some good photos of the interior of a BTR-152K showing this panel. I decided to add the air control pipes, which run from this console presumably to the tires, using thin solder wire. You need three sets for each side. I added the front two seats and fire extinguisher bottle, or whatever it is, next to the driver's seat. The instructions are a little vague again as to where this bottle goes, with Eduard giving a different location. I compromised and put it to the left of the driver's seat. I also decided to use the Eduard radio and dashboard so I trimmed down kit part 83D, as per instructions for the photo-etched and glued the radio in place. I left the dashboard off till later. The kit only includes the main gearshift, so I added the others based on my reference photos. I made them out of pins and glued tissue paper around the bases to represent the boots. There are two additional levers on the left and one on the right that need to be added.

I then painted the cab interior area and inside of the side panels with Polly Scale German RL 71 dark green paint. This included the dashboard while it was still on the photo-etched fret. I then painted the back of the film supplied for the instrument faces by Eduard with white paint so the dials would stand out. I cut it out and glued it on the panel 81C. Then I glued the

photo-etched panel on top of the film. I then gave the whole cab area a light wash of black oil paint. Once dry, I picked out a few switches with black paint and dry brushed the whole area with titanium white, sap green, burn umber oil paints. I gave the dials with film behind them and drop of Testor's Clear Part glue. One thing I did not use was the Eduard steering wheel. I never understood why they supply those. I have never seen a flat steering wheel. The one that comes with the kit is fine.



I glued the front section of the chassis from Step 14 to the main rear floor, piece 60D. The two side-pieces, 108D and 109D, required some extra work before adding them. The firing portholes on both sides and rear are way too proud. I drilled them out and also removed the raised ridge on the sides above the wheel wells, since I had photo-etched parts to replace all of them. I also had some serious mold release marks to fill inside. These I puttied over then sanded down. I did the same thing to the rear panel, 110D. I then glued the sides to the main chassis. This required some trimming and dry fitting before I got it close. I started at the rear and worked forward, glued a couple of places, then let it dry before moving farther down the chassis. The fit was not very good and required some work to get straight. I then glued on the top front, piece 51C. I had to fill in with putty the rather



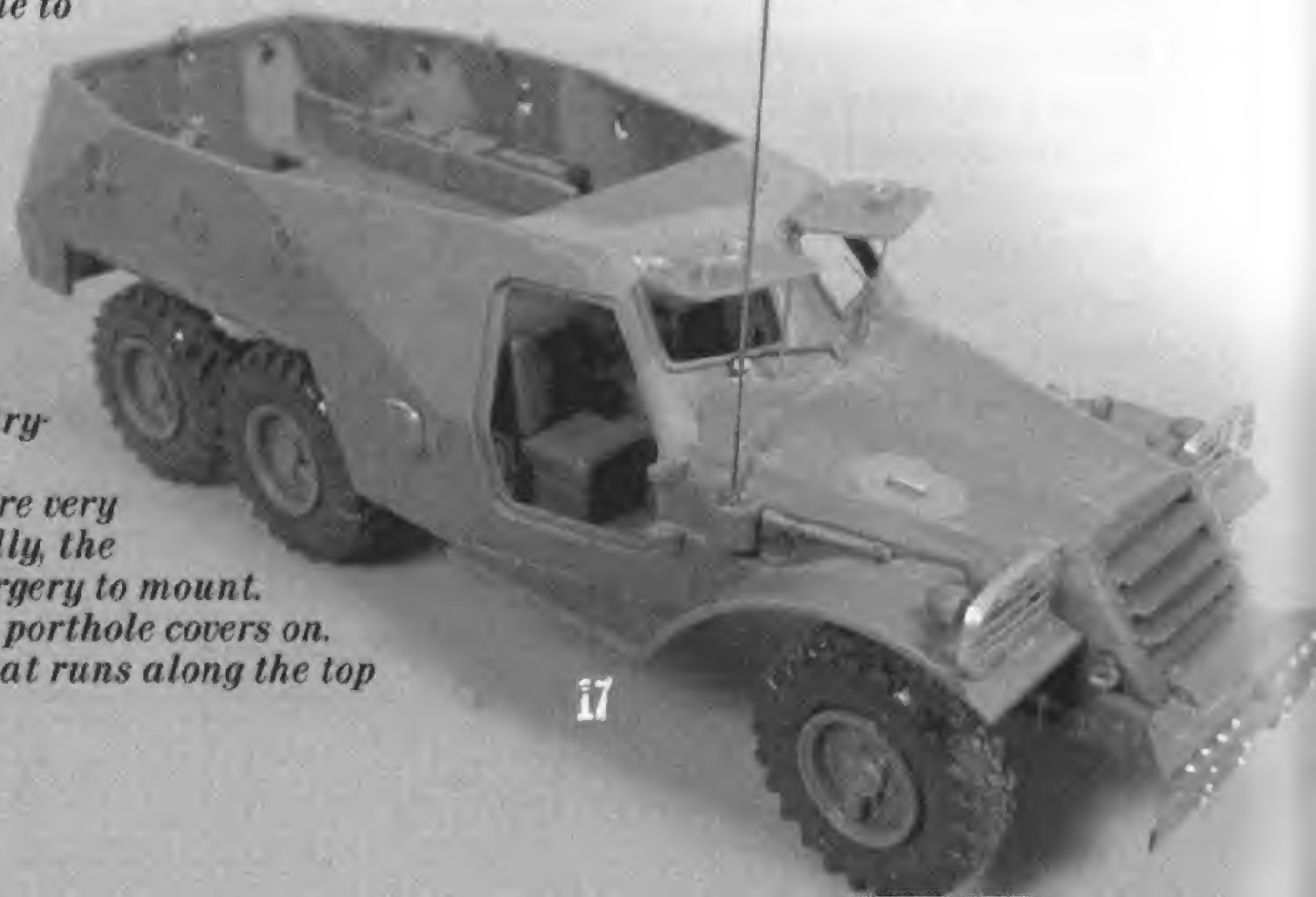
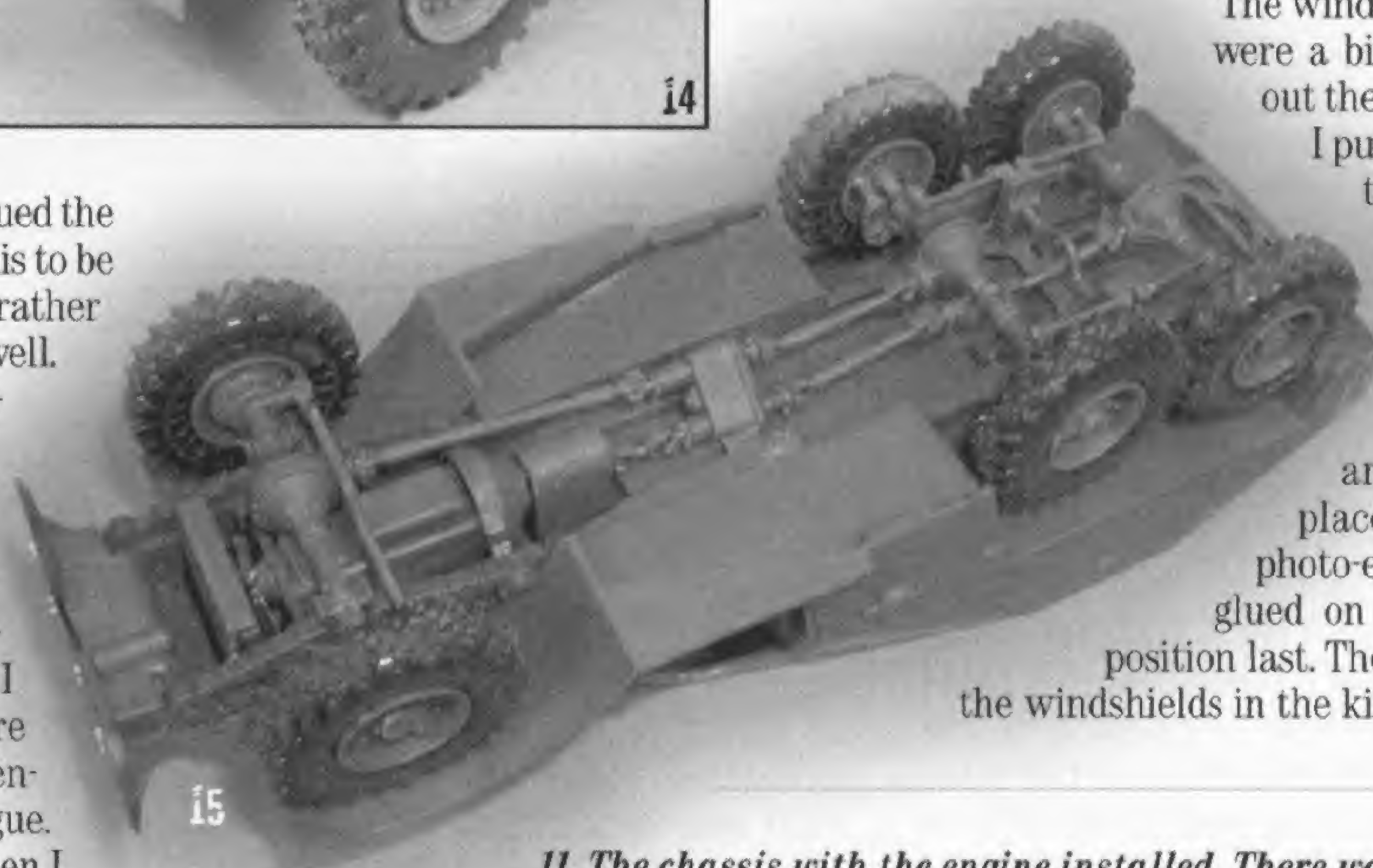


large seams on the back and front end where these pieces did not fit well. Due to the multiple section construction, the whole chassis is difficult to get well aligned. I resorted to using a hair dryer to get the front end to fit properly. I also had difficulty making the firewall fit up into the windshield, piece 51C. Watch this section, because mine had a large gap that I originally thought was supposed to be there, until I started putting the hood pieces on.

I added the top piece to the cab, 107D, and filled in the seam around it. I then gave everything a good coat of primer where joints were to check for cracks. It was a good thing I did, since I found several hairlines that needed refilling and sanding. After this, I added the two fenders with their photo-etched grates from Eduard.

I then glued the engine in place, along with a generator. I did not paint them since it was going to be sealed. I then glued the three-piece hood together before gluing on. I did this to be sure I would have a good fit, since the hood is rather strange shaped and the pieces do not fit together well. I replaced the front bumper with the Eduard supplied one. I made nut heads using my Historex punch and die set for the bumper.

I proceeded to complete the interior area with a combination of Eduard photo-etched and the kit parts. Basically, I used all the enhancements that Eduard supplied. There are two tanks, I am guessing, that are related to the air pressure system that need a little care in placing. As mentioned, the kit instructions are generally very vague. I put the tanks in on top of the fuel tanks but when I started putting the bench seats in I realized that the tanks would have to move back towards the rear more. The bench seats have photo-etched supports for the back supports. There are also a number of boxes inside that have photo-etched straps that I replaced.



Back to the '%%\$# suspension

I finally came to the worst part of the kit: mounting the suspension system. It seems every Eastern European truck kit I have built has a really bad suspension like the ZiL and ZiS truck kits. This one is no exception. All I can do is warn you that the front axle does not go in without some major cutting. The rear suspension assembly goes in okay, but the connecting drive shafts are either a little too long or short and are not easy to fit. I tried dry fitting as much as possible, but sometimes you can only go so far with that method because you run out of hands!

Those details

After the undercarriage was complete, I started adding details to the exterior and interior. The kit's photo-etched saw was not detailed enough so I used the Eduard one. I did use the kit's headlight guards, which are pretty easy to assemble and look good once complete. I did try to assemble the Eduard guards, but they were too fragile and actually fell apart while I was taking them off the fret. I glued the headlights straight onto the fenders. I hollowed out the IR lights to accommodate an MV lens, which I glued in after painting was complete.

I added the shovel on the back and hatchet on the side using the Eduard straps. I glued the porthole covers on in various positions just for a little variety, with some open and others closed. I glued the two rear doors closed but did replace a handle with a brass wire one. On the two main doors, 118C and 119C, I used a combination of Eduard and kit parts. I replaced the door handles and sliding window visor with photo-etched. I left the hinges alone. They are a little over-sized, but not too bad. I decided it wasn't worth the effort of trying to fix them.

I assembled the machine gun using the kit photo-etched handles and parts, plus the Eduard photo-etched parts for the ammunition box. I also drilled out the barrel. It actually doesn't look too bad for a plastic gun.

The window shutters, 104C and 105C, were a bit of work. I first hollowed out the visor ports. After painting,

I put Testor's Clear Part glue in them. I think that in hindsight I probably should have left them closed.

I added the braces made out of wire by first drilling a hole in the hood and then gluing them in place. I then added the Eduard photo-etched windshield wipers. I glued on the shutters in the open position last. There was no effort to supply the windshields in the kit. Apparently, the Russians

11. The chassis with the engine installed. There was a lot of filling required where the front grill meets the sidepieces. 12. A view of the passenger's side showing the radio detail. 13. The rear suspension assembly completed. Notice the directions the small air reservoirs are pointing. Not sure this is right but that is what the instructions said. The front axle and rear axles are very difficult to assemble, mainly due to poor instructions. 14. The kit bumper was replaced with a photo-etch one. The nuts were made with a Historex punch and die set. The hood was difficult to get on properly. The headlight guards were the kits because Eduard's were too thin. 15. The worst part of the kit is trying to get all this stuff to sit properly. The drive shafts were very difficult to get in. Additionally, the front axle required major surgery to mount. 16, 17. The right side with the porthole covers on. Notice the photo-etch piece that runs along the top of the wheel well.



18-21. The decals were Verlinden dry transfers of the Soviet Vehicle number set. The two figures come from the DML Motorized Rifle Troops, with helmets from the DML Naval infantry set. The bench seat backs were painted with Vallejo khaki color. The radio antenna had a black hollow rubber tube placed on it after painting. The tires were dry brushed with ground up pastel chalk. The finished machinegun was finished in Vallejo dark gun-metal paint.

keep glass in the windshields during peacetime and maybe in garrison, but if they lower the shutters they have to remove the glass first. Since I wanted the shutters up and windshield wipers on, I had to add clear acetate for the windshields after the paint was complete.

Since I had added the radio sets provided by the Eduard photo-etched set, I figured I should also add an antenna. The kit again makes no provision for this but the mount that the antenna would be on is located on the right front of the hood. I drilled a hole and using thin piano wire, glued it in. I also added a round piece of photo-etch for the base that was supposed to be for the siren, which I did not use. After painting, I slid a small piece of hollow black tubing over the antenna to simulate the rest of the base.

The final thing I added was the very small hooks, which go on the sides and rear (Eduard parts 70). I had a hard time figuring out what these were for. Because of their position they looked like they should have something to do with the port-hole covers. Actually, they don't. They are for tying the canvas top on. Remember the coffin? At least that is my guess. I have some photos that showed them completely around the vehicle and not just around the portholes. There is one mistake in the Eduard instructions where they show these little guys facing up on the rear when actually they should be down. Otherwise, they would not work.

Go figure

I wanted a simple setting with a couple of figures so I found an old base I had used in the past and refinished it. I made the ground out of Celluclay, mixing it with white glue and a variety of earth tone paints. I made two composite figures using the DML Soviet Motor Rifle Troops and helmets from the DML Soviet Naval Infantry set. The reason for using both sets is the Soviet Motor Rifle Troops all have the soft winter pile cap and I wanted these troops to be wearing helmets, which the Naval set had. I painted the faces and hands with oil paints and used Vallejo paints for the uniforms.

Adding paint

I gave the vehicle the usual wash in soapy water. I then stuffed the cab with tissues. I sprayed the chassis with a coat of Polly Scale German Dark Green 71. This was for a base coat and also to check for flaws. After making a few minor corrections, I lightly sprayed the entire vehicle with Polly Scale Soviet Khaki #2. I painted the seat covers Vallejo khaki and various other bits with the appropriate colors. I then added the vehicle numbers using Verlinden dry transfer Soviet Numbers. I sprayed the numbers with several coats of Polly Scale clear flat. I then gave the vehicle a wash of 50/50 burnt umber/black oil paint. Once dry I dry brushed the vehicle with a mixture of titanium white, sap green, and burnt umber oil paints. I gave the tires a coat of ground up pastel chalk, instead of painting them, and I like the results better. Then I added the windshields I had made out of clear acetate.

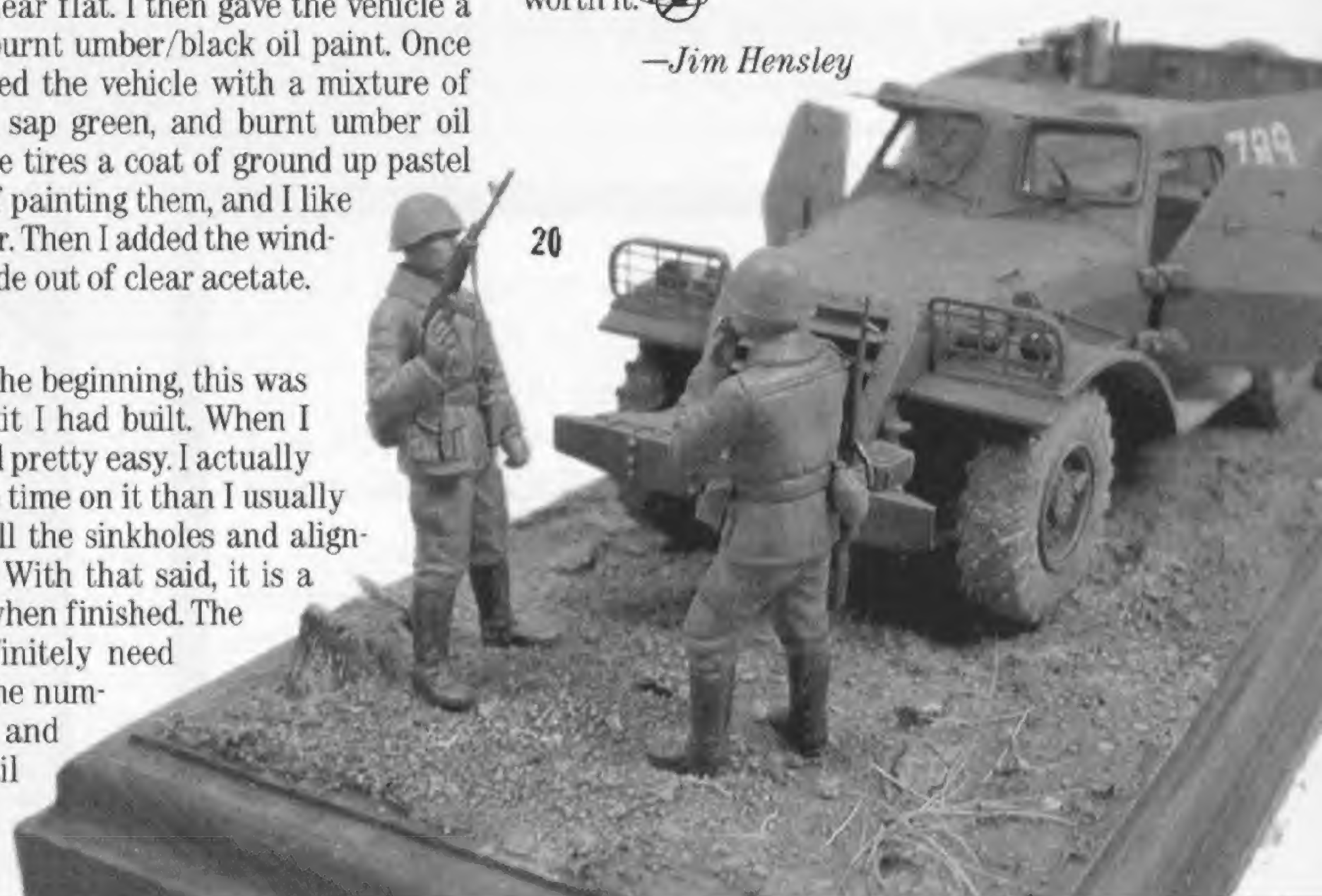
What I think now

As I said at the beginning, this was the first SKIF kit I had built. When I started, it looked pretty easy. I actually spent a lot more time on it than I usually do because of all the sinkholes and alignment problems. With that said, it is a really neat kit when finished. The instructions definitely need improvement. The number problem and lack of detail directions, as



to where to attach parts, are particularly annoying. I don't think I will be running out and buying the BTR-152A, which has just been released, any time soon. This is not a beginner kit but not impossible either. Just be prepared to spend some time on alignment and the results will be worth it.

—Jim Hensley



MMIR RECCE

Skif BTR-152B1. Kit number 209. Suggested retail price \$26.98.

Eduard BTR-152V1 etched set. Kit number 35318. Kit graciously provided by the manufacturer. Suggested retail price \$19.55.

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Zaloga, Steven J., & Markov, David R., & Hull, Andrew W. *Soviet/Russian Armor and Artillery Design Practices: 1945 to Present*. Darlington Productions, Darlington, MD 1999 ISBN 1-892848-01-5.



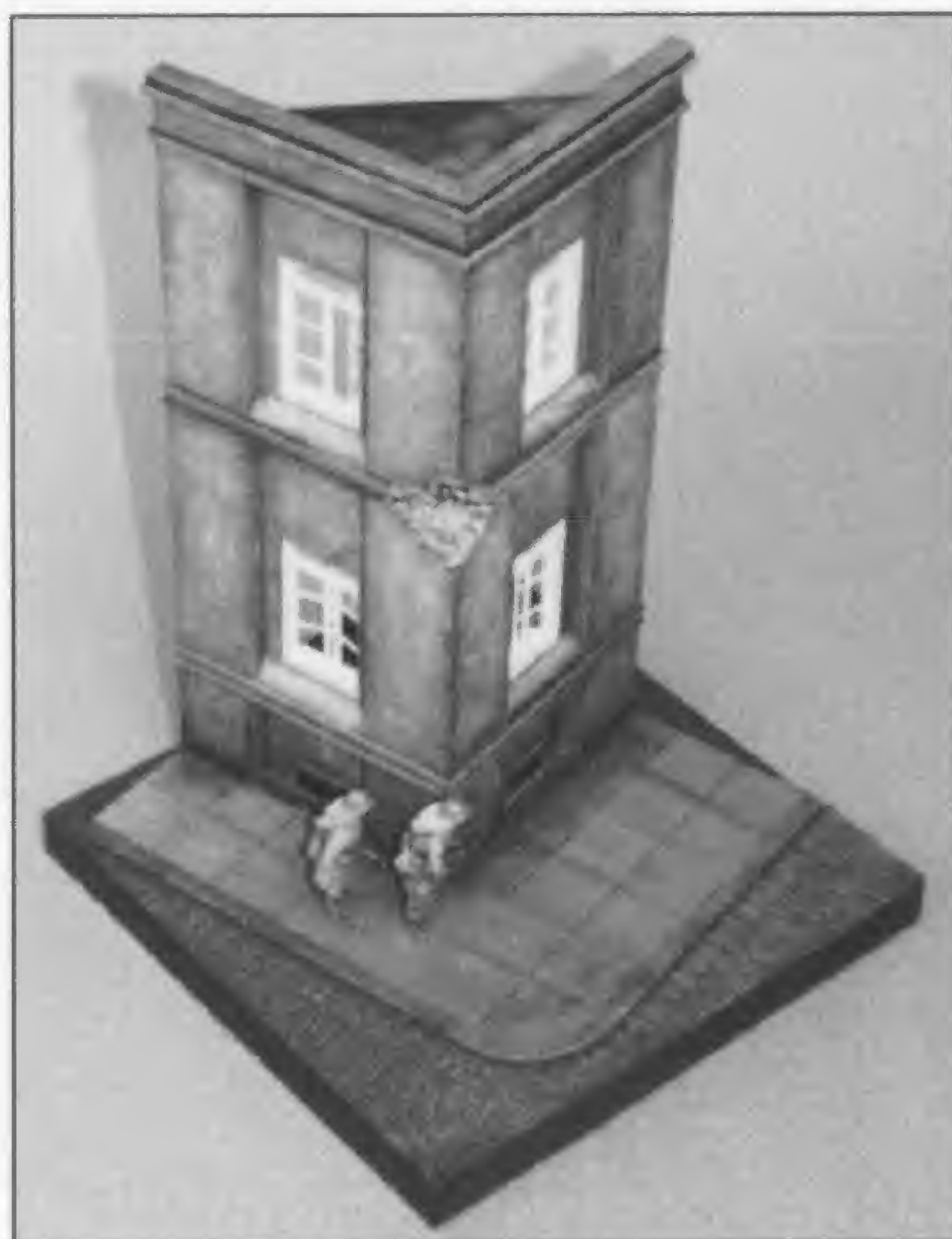
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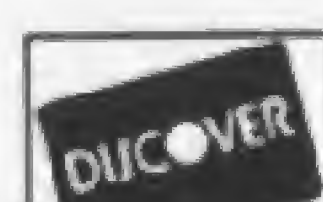
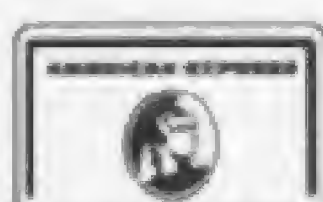


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Me and My LVT

ITALERI GIVES KEN
DUGAN A BIG
OL' PLASTIC
WEDGE

It seems as though the more kits that get released, the more obvious the gaps get. Case in point: the LVT. I mean, we've been screaming for one of these for quite some time now. And, WHAM! Here comes one from Italeri, just like that. Well, not exactly that fast, it was announced more than a year before it appeared, but hey—who am I to bitch, right?

Italeri's version is the LVT-4, the so-called Water Buffalo. For those of you who don't know the subject really well (like me), this is the vehicle with the ramp in the back. This is a cool choice, in my opinion, due to the fact that you can stick all manner of other models in the back. It's also the armored version and this means a supplemental plate on the front end and an armored upper hull around the driver's compartment.

I won't bore you with the history of these vehicles, as I know you're really anxious to hear about the kit. Pete Harlem wrote some great stuff on the LVT in the older MMR double issue, 11-12. He also did a revised history in issue 21 (both are still available as back issues). Each of these two articles pertained to the resin Cromwell LVT kits. These guys were once the only game in town, with the possible exception of those nasty old styrene Nitto kits.

And now, on with our show

Opening the box is fairly exciting (for a few moments anyway). What ya got is just three sprues and whole hunks of the model are single pieces. The inner and outer sponsons, the rear ramp (inside and out) and the top and bottom of the hull are all giant hunks of styrene. This is cool by me; I'm no stickler for lots of parts. I did immediately notice that the driver's compartment is closed solid. None of the upper hull hatches open and there is not even an inkling of an interior. Bummer.

Construction begins with those giant sponson pieces and the two halves fit together well. There is some very nice tooling on the insides of the sponson.

The return roller mounts (parts 3a and 4a) both

need to be shimmed to sit level. The same was true for the track tensioning device (part 9a).

All the various components for the running gear are attached to the sponsons and in the case of the roadwheels and the rear sprockets, need to be trapped between the two halves of the sponson. The upper roadwheel arms are a bit tricky to align, so be careful.

Closing in all the roadwheels is not difficult; just lay the sponson on its side. Do yourself a gigantic favor at this stage. Clip off the molded on mounting arms on the front sprockets and replace them with heavy brass rod. The engineering on these is just awful. The arms will snap off when the kit is painted and nearly finished and you will want to throw it out the back door into the alley and watch as passing garbage truck crushes it, while you stand by, squealing with delight. Um, well something like that. Basically, they will not hack the tension of the tracks, so heed my advice.

Each of the sponson halves is a bit warped, so it was necessary to use a couple of clamps on each one while the glue set.

The interior begins to take shape with the installation of the large floor piece onto the even larger bottom hull plate. This plate is festooned with tasty weld bead detail and this carries over to other areas of the kit, as well. The forward bulkhead has openings in it, but they don't lead anywhere.

Attaching the finished sponsons to the bottom hull is moocho problematic. All of my components had significant warpage and it was necessary to clamp them all to get them to fit. Proper alignment is critical here, so there was plenty of dry fitting.

Unfortunately, the same is true for the remain-

der of the upper hull. Small alignment problems become big ones when they create important sub-assemblies (or least that's what my grandfather used to tell me). More dry fitting and clamping produced the desired results.

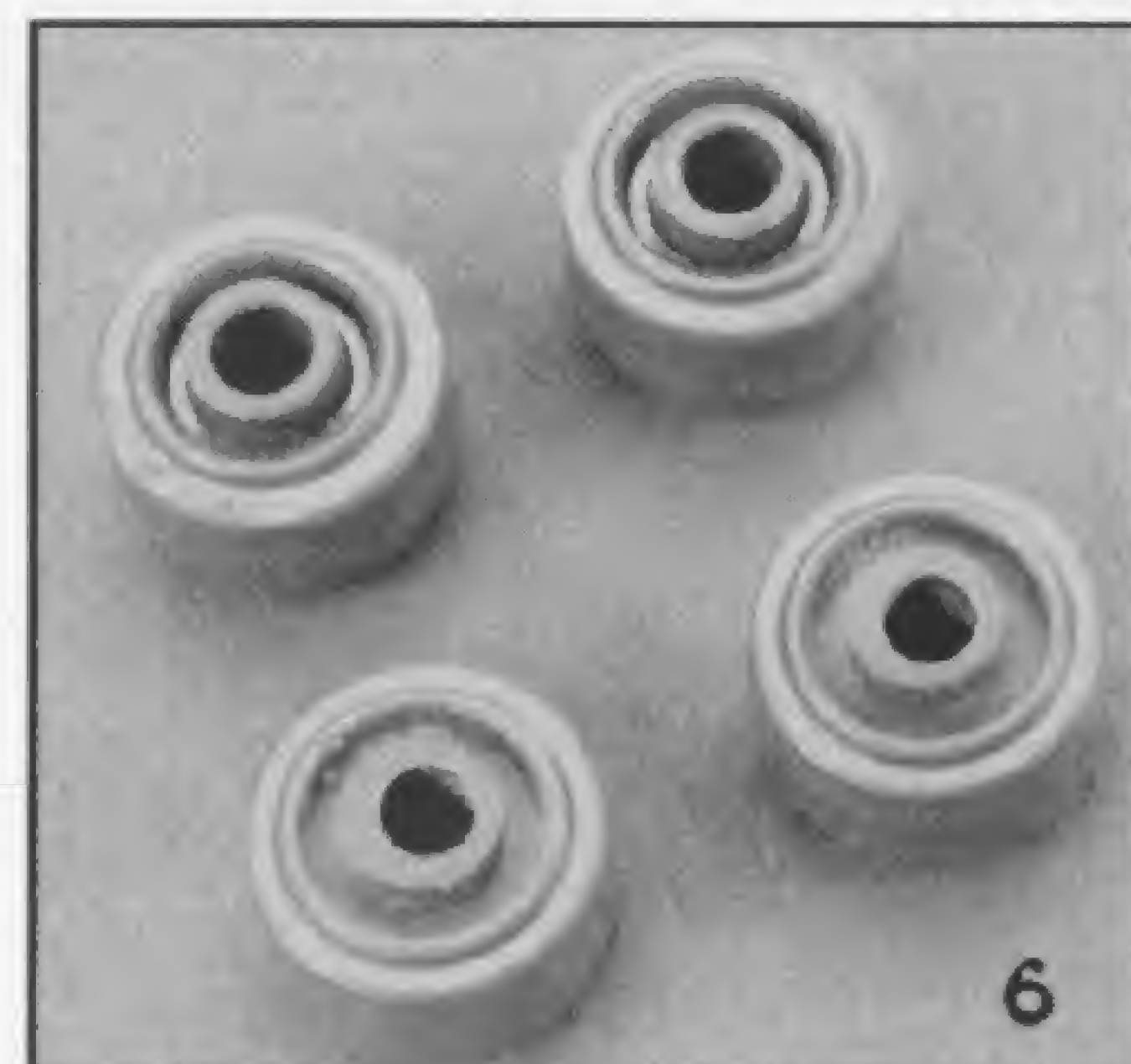
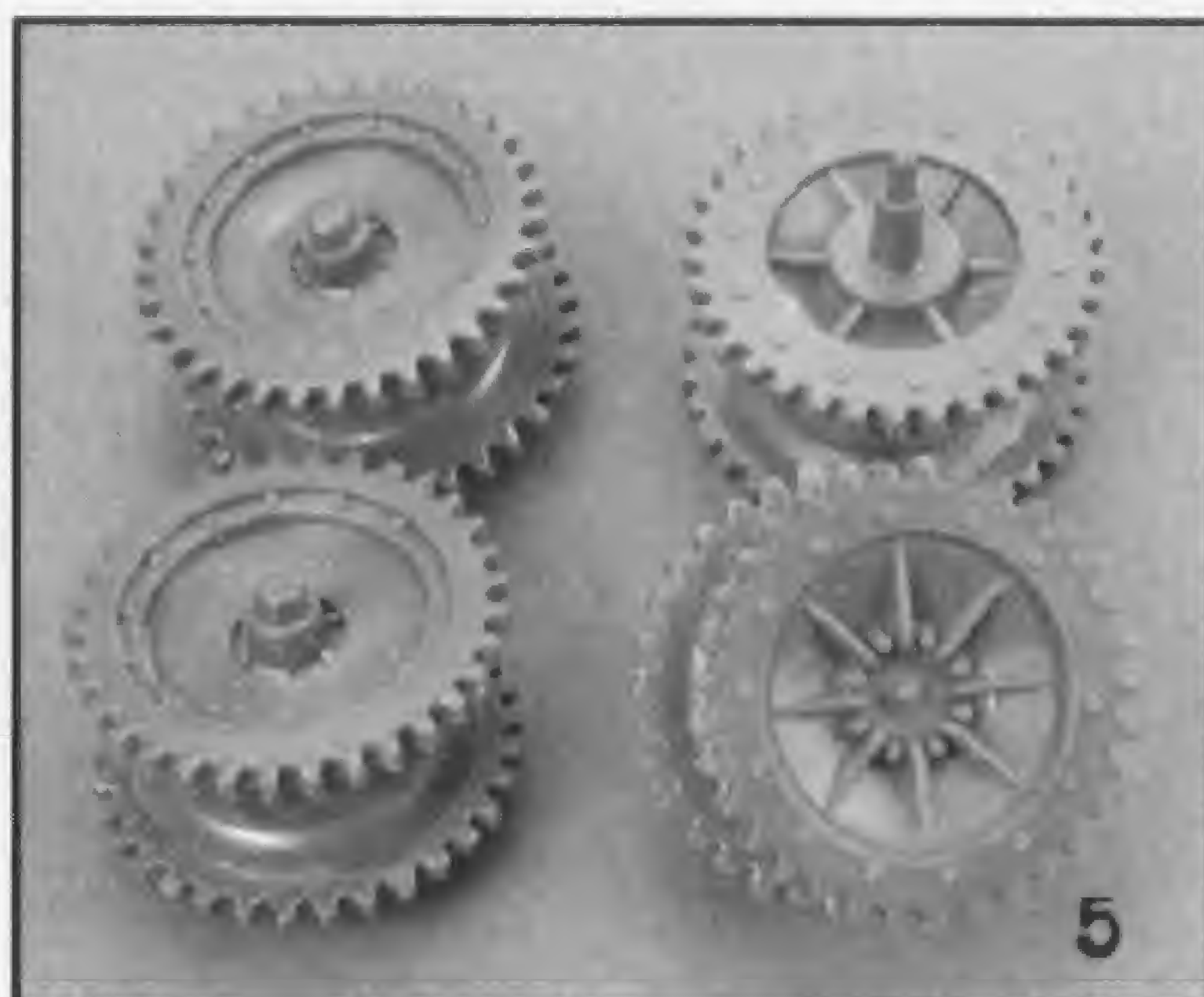
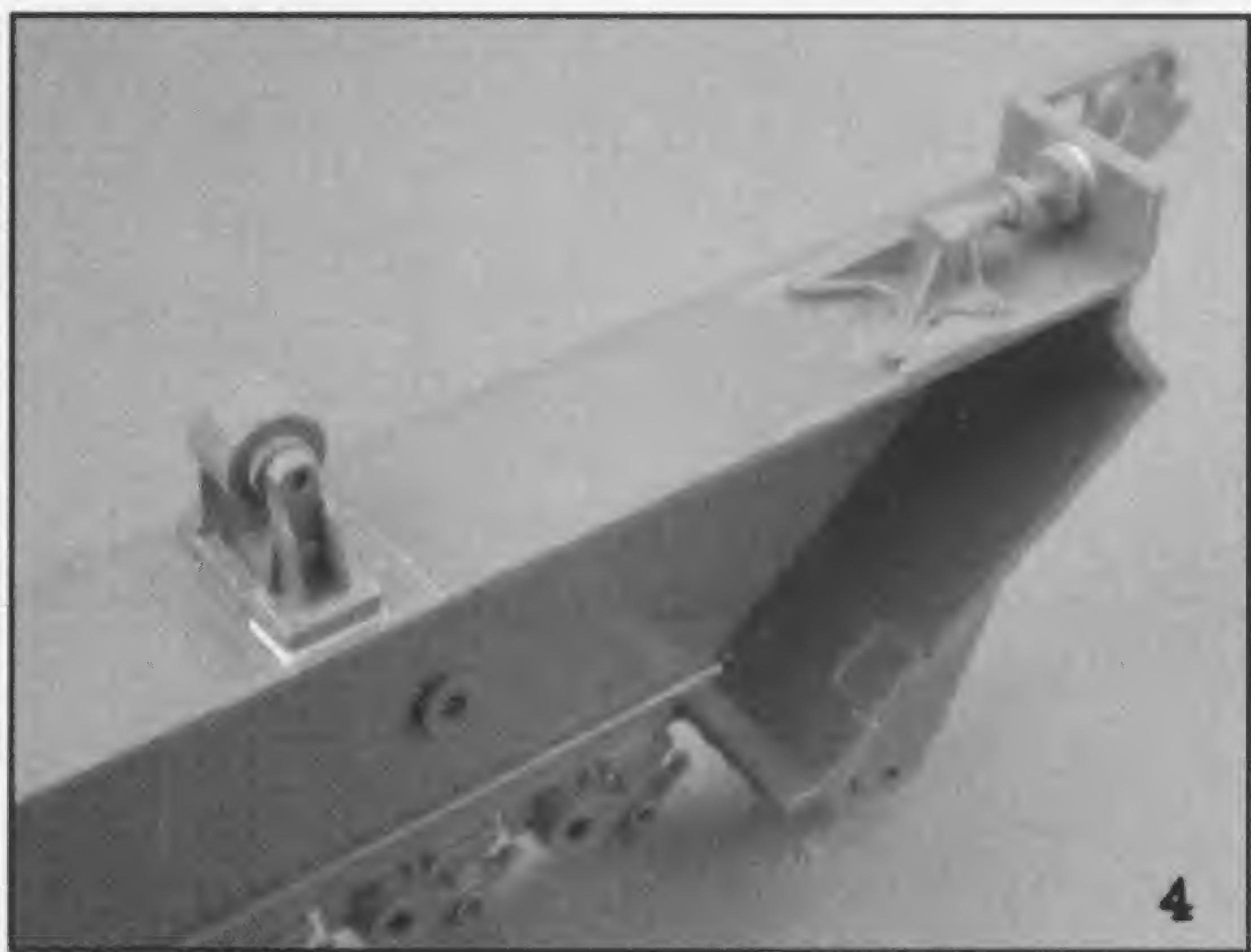
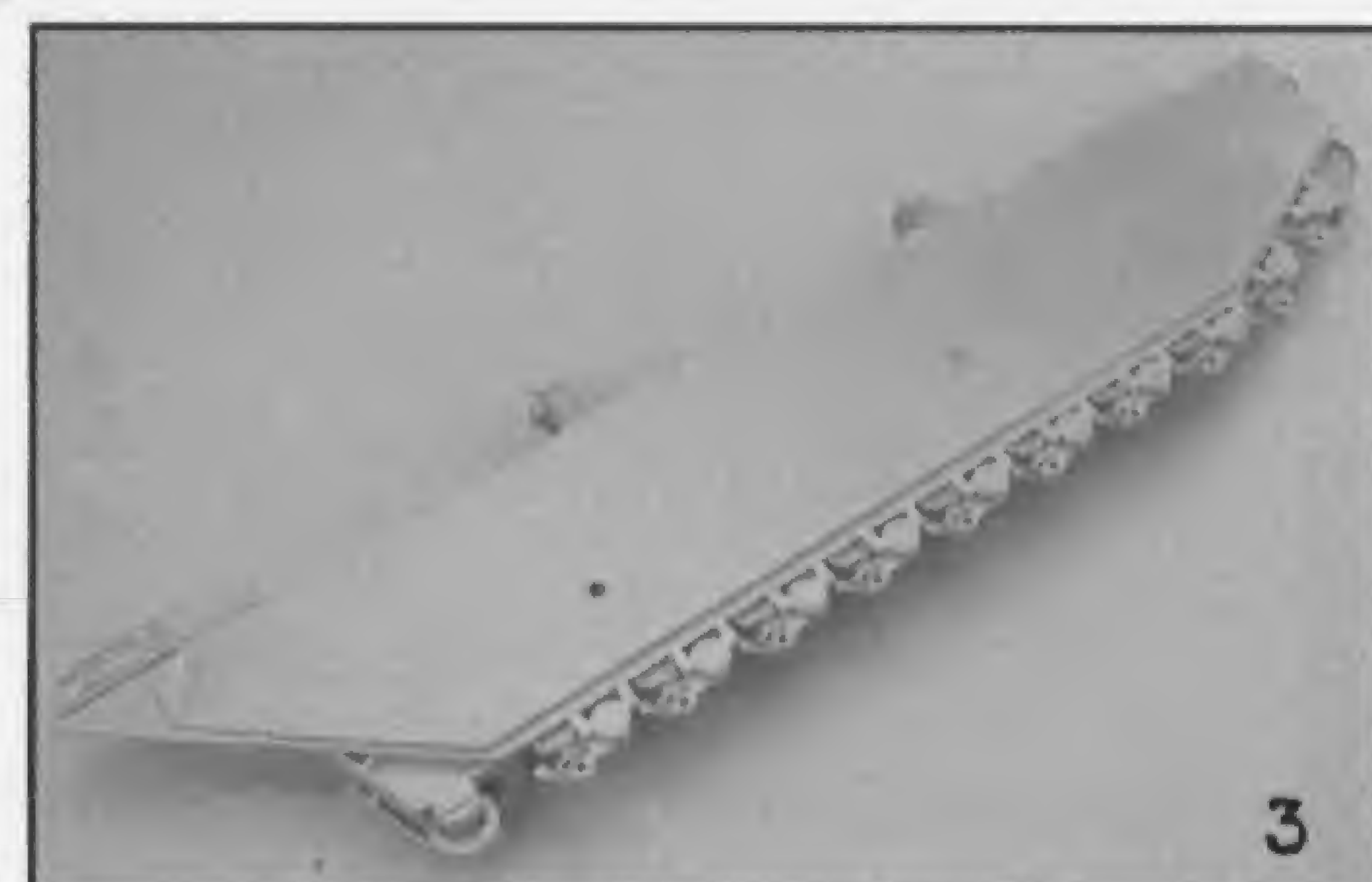
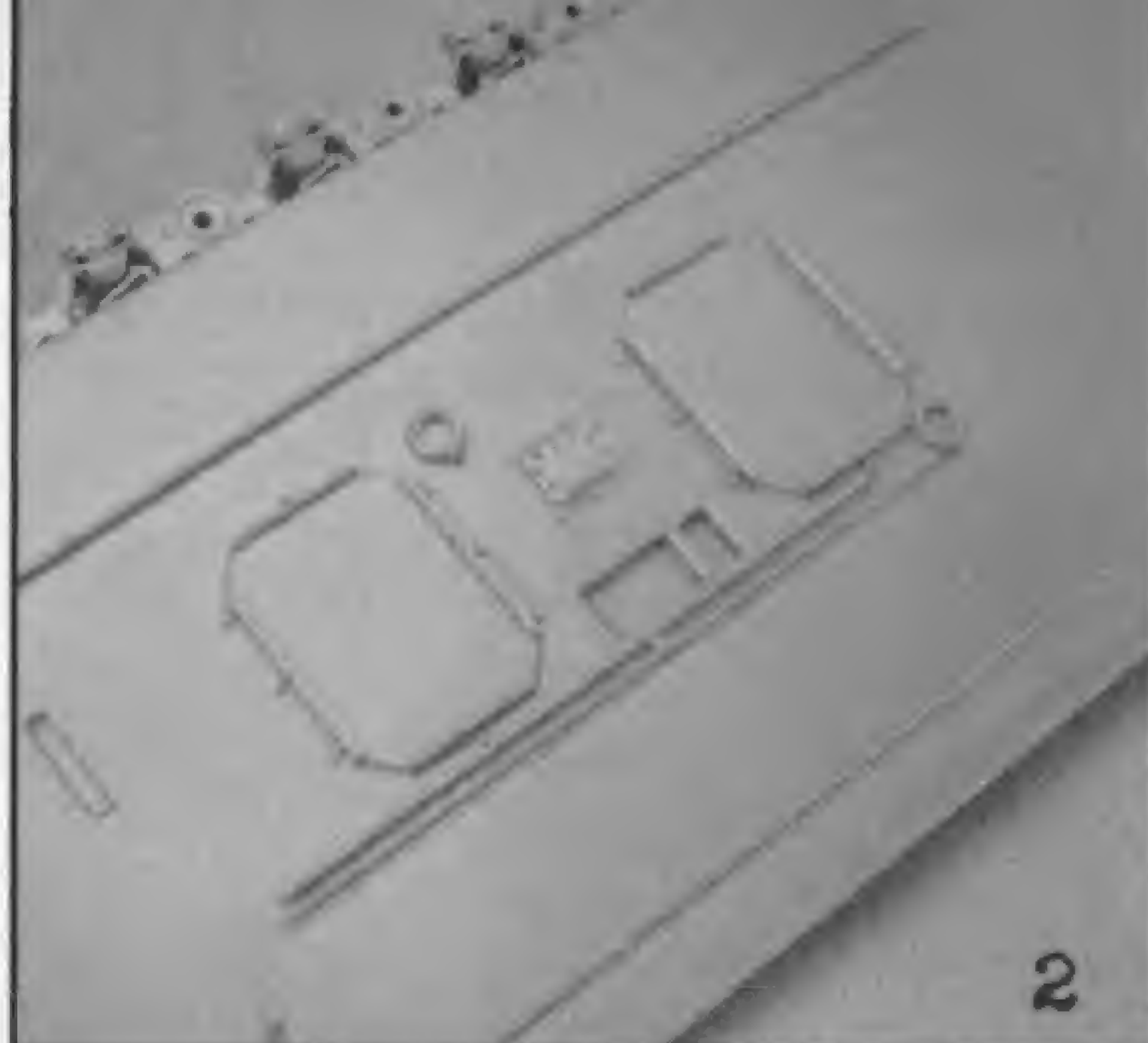
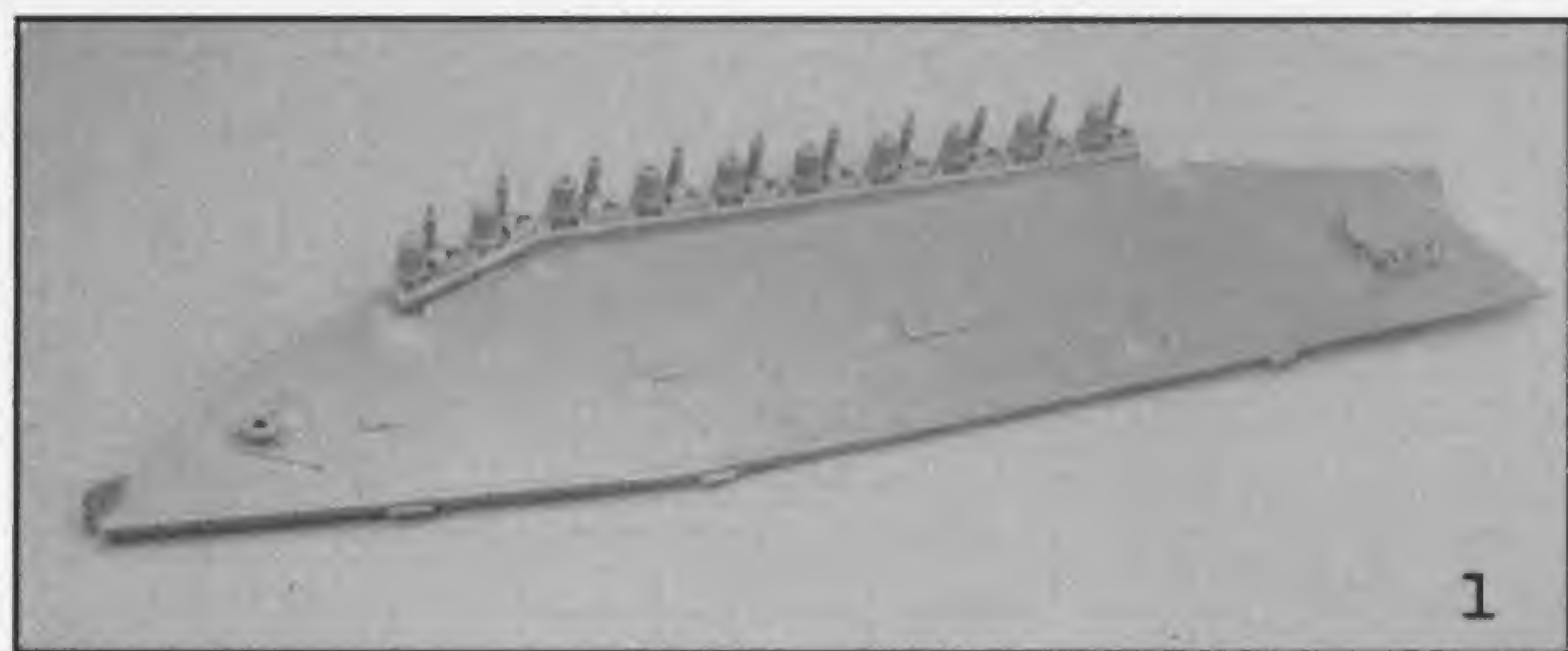
The two large subassemblies were allowed to dry before going any further. During this time, I contemplated ways I could make the world a better place by building models 24-hours a day. When that turned out to be a dry hole, I turned to thinking about how great a guy Alan Greenspan is. He's really a top-notch human, if you ask me. Okay, so that's dry now and before I put away the clamps, I'll use them to clamp the upper and lower hull subassemblies together. Then, I'll swear and curse and remember the sublime notion of the alley and the garbage truck... Ahhh... that's better.

The instructions call for installing the tracks at this point. Ha! Mere modeling mortals! I will paint the tracks BEFORE installing them and demonstrate my superior modeling skills! Well, actually the tracks won't clear the vent thingees at the rear of the hull. Those were left off, too.

Interior intrigue

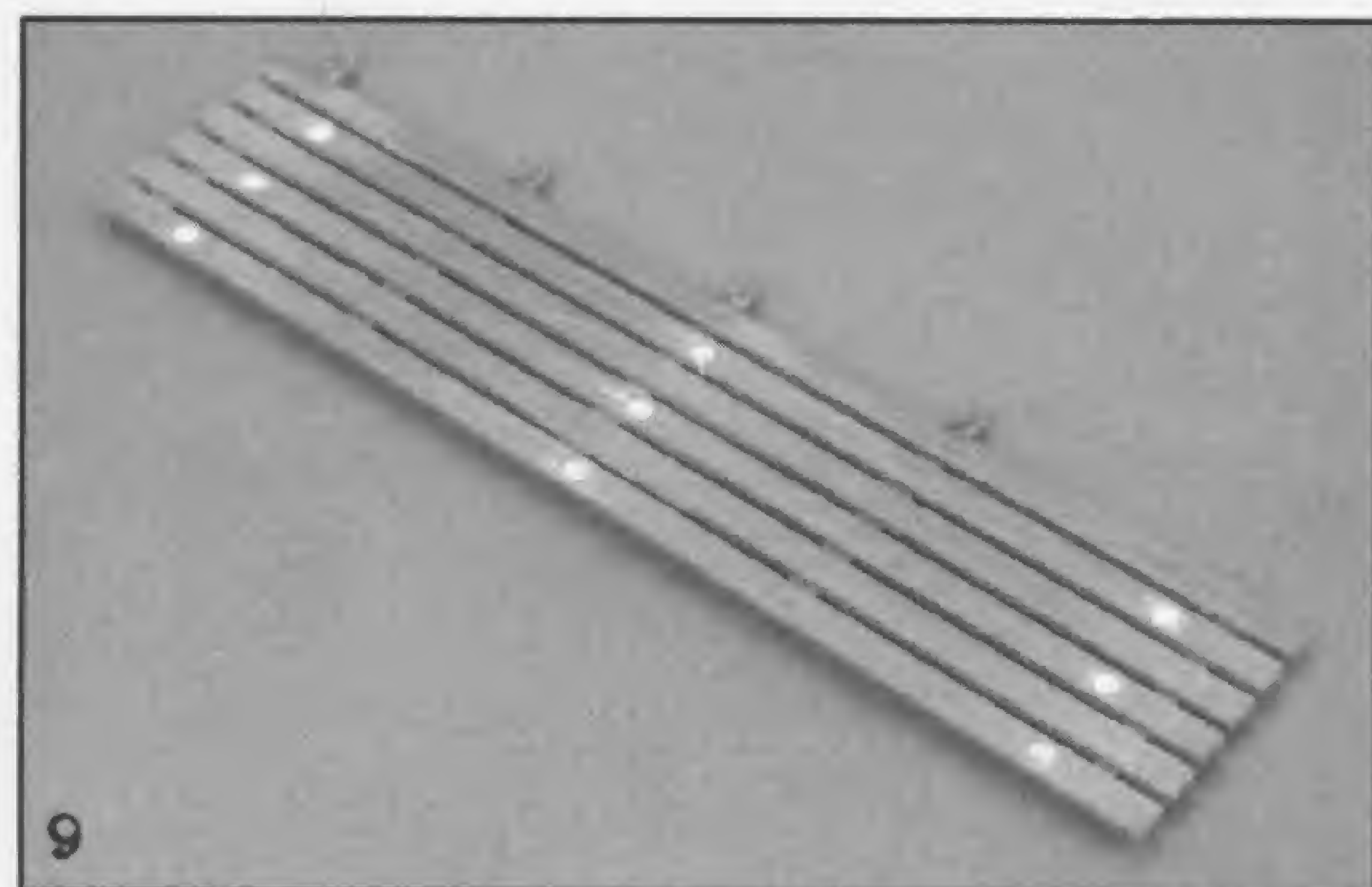
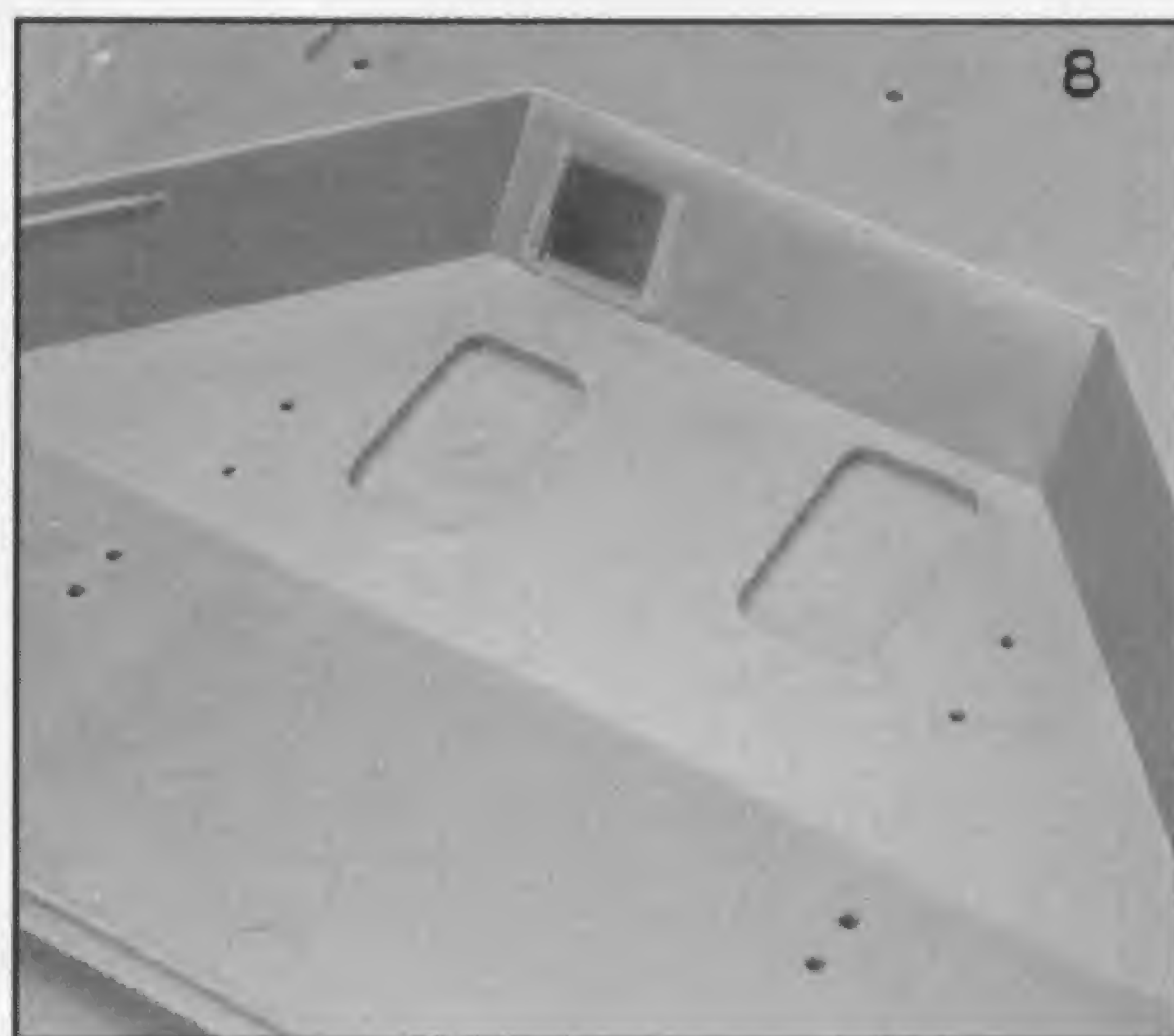
At this point, I had something that looked a lot like an LVT. Two gigantic bench seats are provided for installation in the back of the cargo bay. These had some major sinkholes and I had set out to fill them when I realized that the benches were about twice the size they should be. I assumed they would be about the size of those installed in a deuce and a half truck. My references bore this out, but I began to notice a lot of similarities between the model and photos of the LVT currently preserved at the French armor museum at Samur. The over sized benches are present and they are supposedly made for cargo and people, the extra width allowing room for both. The Saumur vehicle would have seen service in Vietnam and it reflects a few of the modifications seen there.

I skipped the benches and continued on to the hull-mounted machine guns. Two .50 caliber and two .30 caliber MGs are provided, along with shields



1. This is one of the two sponson halves. 2. There is some very nice detail on the interior sponson wall. 3. Here's what you get. The sponsons all together with the roadwheels in place. 4. The idler mounts and the track adjusters required some shimming. 5. The front and rear sprockets, front is on the right. 6. These are the road-

wheels. Not much to them. 7, 8. The top hatches are molded on. This was a bit disappointing. 9. The extra large interior benches were heavy on the sinkhole action. I later removed them. 10. The model has terrific weld bead detail throughout. 11. This is the bottom plate with the drain hole plates in evidence. 12. These styrene strips are an option if you want to keep the rear door open.



for the fifties. The shield pattern is smaller than the larger, boxy ones commonly seen on WW2 tracks, but they looked all right to me. I did trash the fifties in favor of the Skybow versions. The cradles are also Skybow items, with the pins from the kit grafted on the bottom.

The last major piece to be added is the rear ramp. Italeri provides cord and solid plastic pieces for the ramp cable. The plastic pieces are provided for the "open" option. The actual cord used was very fine, so perhaps your own, third alternative is in order.

This is an armored LVT 4 (did I mention?), so the appropriate armor plate is supplied for the front hull and this is the last bit to get stuck on.

Wrap it up, I'll take it

The little parts finish it off. Periscope guards, lights, handles and other do-dads were all added last. A nice touch was the two well-molded boat hooks to mount on the upper hull. These are standard equipment on all LVT's.

My LVT was painted with Tamiya Dark OD, XF-62 all over and even in a few places you can't see. I weathered it with over sprays of Tamiya Buff. Italeri provides three sets of markings for the kit, a U.S. Marine scheme, a French and an Italian one. I opted for a made-up scheme using Archer dry transfers for the large stars and the registration numbers. LVT-4s were often marked with large tactical numbers, both in the Pacific and in Europe. These came from a model rail road sheet. As a final touch, I added the

name "Dam Yankee" to the rear side.

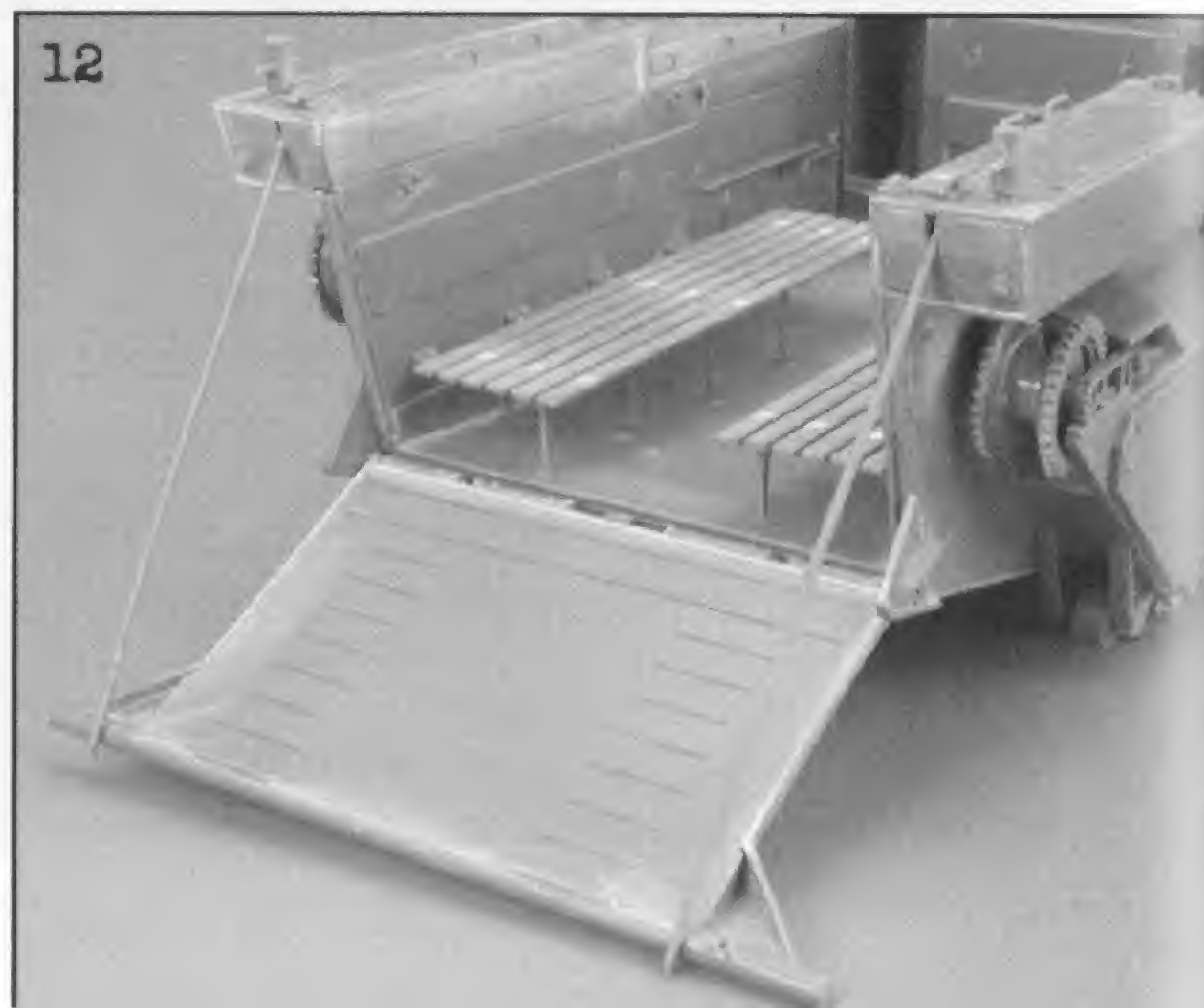
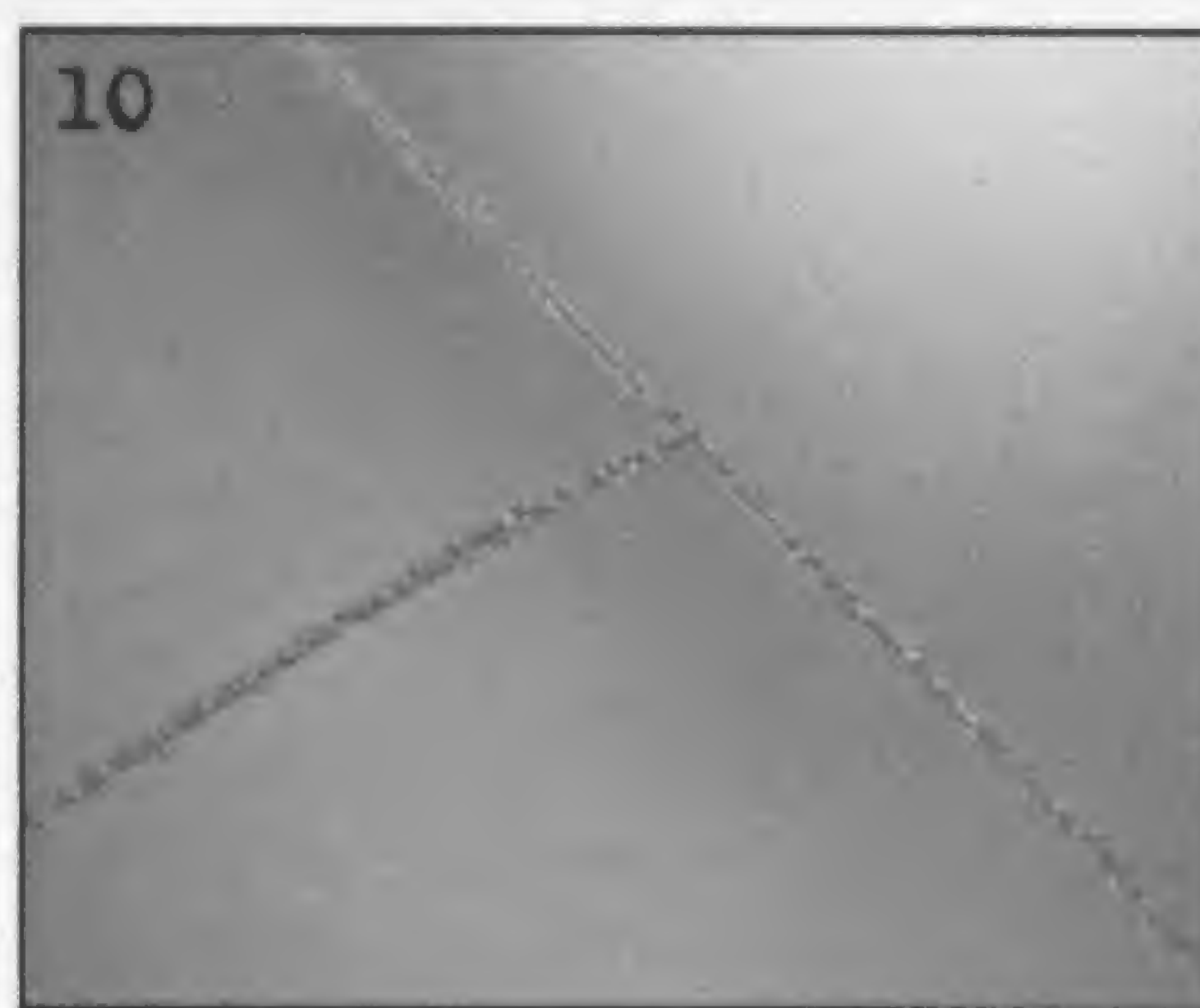
The tracks are composed of two strips each and were glued with super glue. I painted them with a gun metal mixture and drybrushed them with silver. Once they were mounted on the model, I added the rear vents. It's a tight fit. There's no way the tracks would go on with these installed.

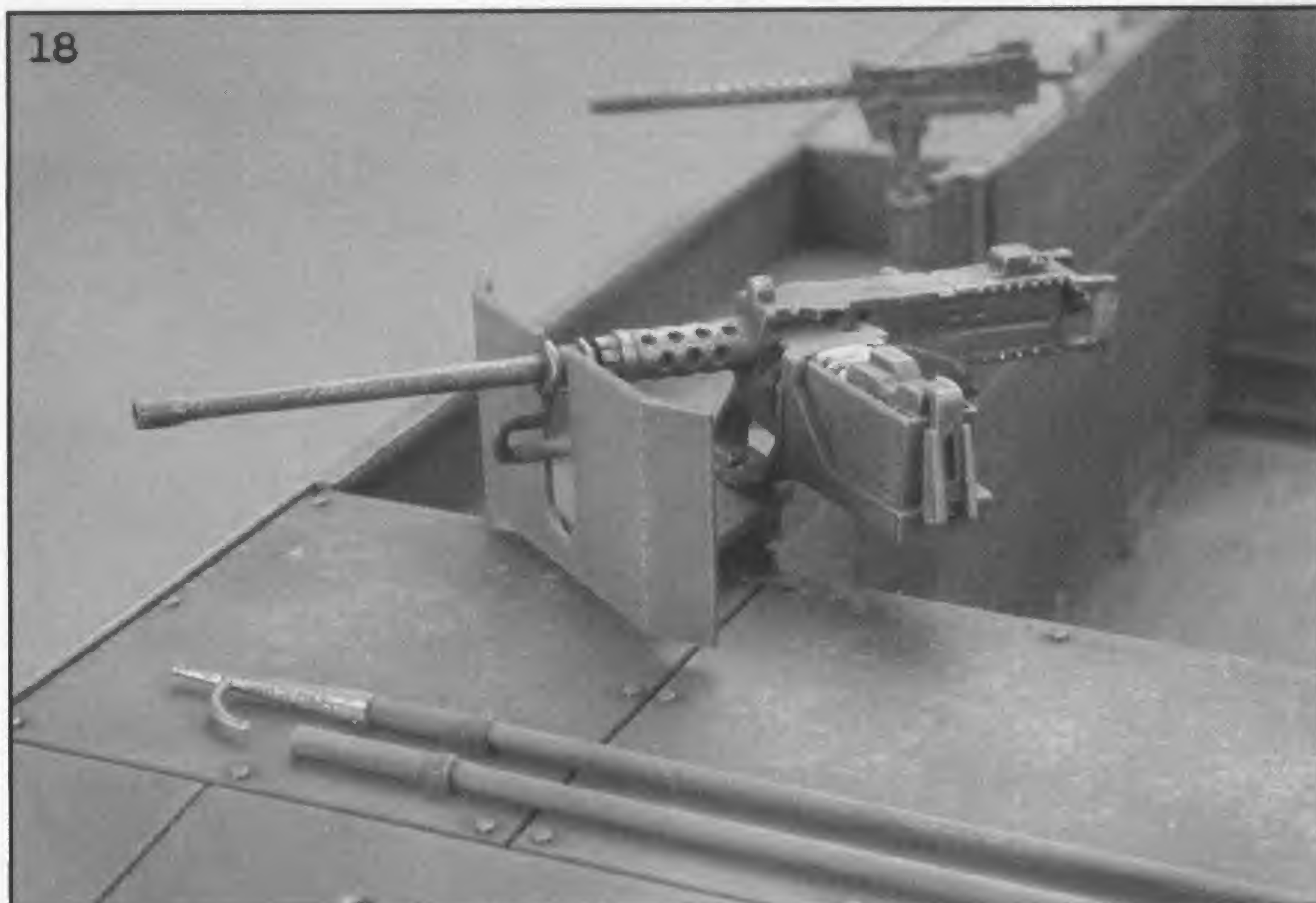
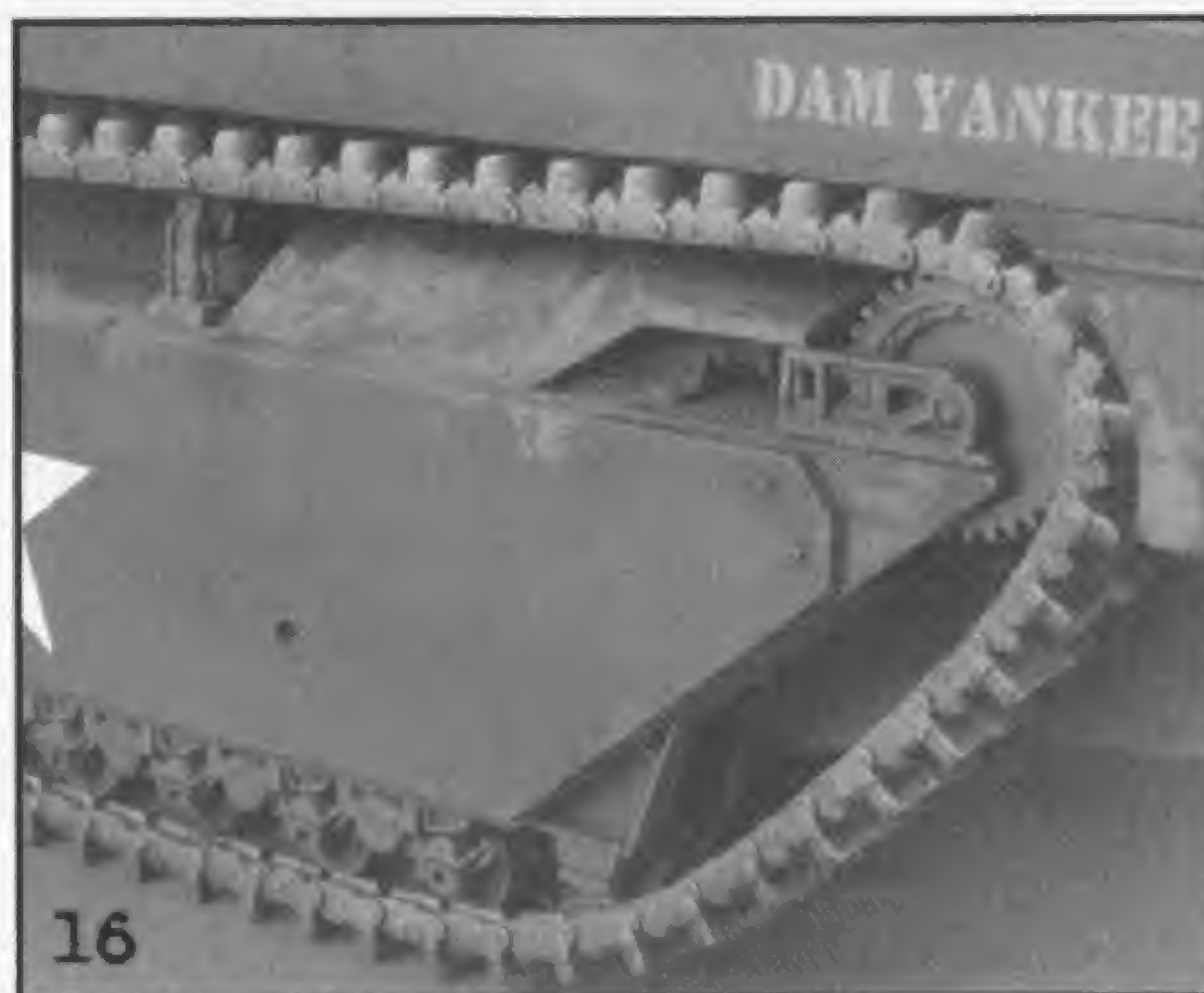
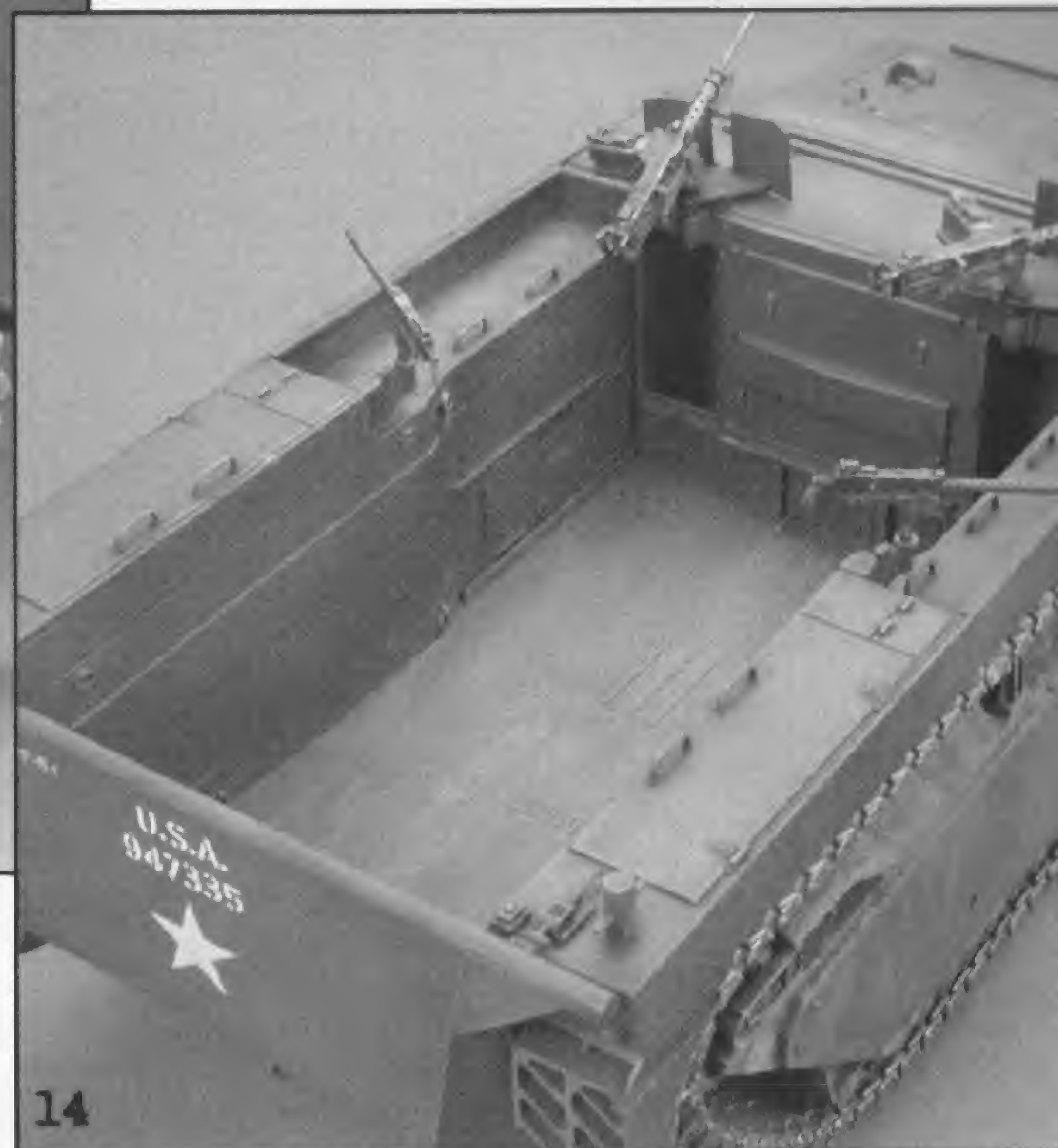
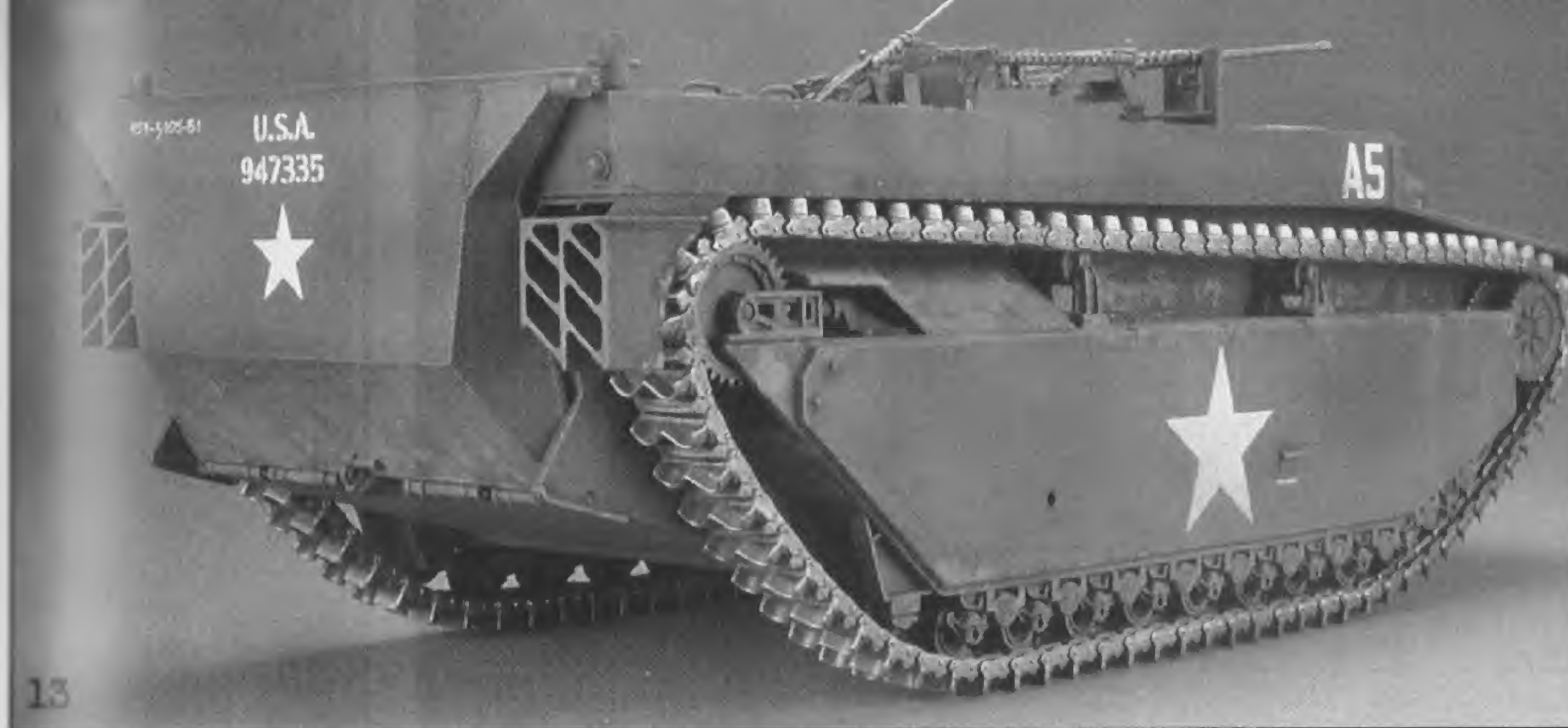
I dissolved dark brown powdered pastel with Tamiya thinner to create mud and muck and stuck this all over the tops of the sponsons and anywhere else I thought it would accumulate. I also added some of the base powdered pastels to blend it with the paint. This was then pulled down the sponson sides to create streaks.

A little of this mixture was also added to the top of the hull, where muddy feet would have passed on the way into the crew hatches. More streaks and stains were added to the bottom of the cargo bays and the inside of the ramp.

Sum it up, already

The finished kit is attractive, though it did give me fits throughout the construction process. The





13. A GI's view. The finished model looks OK. The markings are from Archer. 14. The cargo bay would look good with a Jeep or a 3/4-ton Dodge inside. 15. The addition of the boat hooks was a nice touch. 16. I used pastels dissolved in Tamiya acrylic thinner to create the mud. This was liberally applied to the tops of the sponsons. 17. One of the distinguishing features of this variant of the LVT is the armored nose plate. 18. These are the Skybow .50 caliber MGs, mated with the kit's shields. 19. The rear sponson access doors.

MMIR RECCE

Italeri LVT-4 'Water Buffalo.' Kit number 379. Kit graciously provided by the manufacturer. Suggested retail \$29.00.

References

This is Pete's list from issue 21. I couldn't have said it any better...

Stuart, A History of the American Light Tank by Richard P. Hunnicut: Presidio Press, 1992. This book's chapter III (pages 259-293) covers the history and development of the LVT series, with many photographs included.

Landing Vehicles Tracked: AFV Profile No. 16 by Robert J. Icks, Profile Pubs. Ltd., Windsor England. Several photos of LVT-4 and a brief history and specifications listing.

US Army Vehicles of World War Two by JM Boniface and JG Jeudy, Haynes Pub. Grp., Newbury Park CA, 1991. Pages 92-102 of this book include a history and details of the LVT series, with extensive coverage of French vehicles and a section on amphibians used in Indochina. Some of the photos are useful for external detailing.

Amtracs in Action by Jim Mesko, Armor Number 31, Squadron Signal Publications, 1993. This is the best single source of LVT pictures, even though the Mark 4 model is only given brief coverage.

Amtracs: US Amphibious Assault Vehicles by Steven J. Zaloga, Osprey-Vanguard No. 45. Covers the history and use of the entire series, with a few photos of LVT-4s and several in the color plates.

fit was fairly poor, surprising given the reputation that Italeri has earned for itself over the years. My use of clamps and putty was a bit over the top. The model seems generally accurate, but a close eye should be kept on the differences between post war and WW2 vehicles. I was disappointed at the lack of access to the interior. I suppose this was due to the lack of any inside bits and I'm sure the after-market folks will probably have at it.

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—Ken Dugan

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Gvozidkia

A flower with a punch, the new commie SPG kit from Skif

Lead photo: Lisa Vanston. Other photos by Barry Beaudry.



Gvozidkia, Godzilla or however you pronounce it—I say big Russian self-propelled gun. Gvozidkia in Russian means: carnation. Not the manliest name, but we can overlook that. This little ditty is new to our shores by way of the Ukrainian manufacturer Skif. After all parties concerned get their piece of the pie, you're looking at a \$40.00 price tag at your local hobby haunt. Don't let that deter you yet, for as far as Eastern European kits go, this one really is not too bad. I was open-minded with this one. Besides, who could resist a Russian tank with a big gun? I know I can't. With that said, on with the show.

The 2S1 was developed in the early 1970's by the Kharkov Tractor plant in an effort to reduce the number of towed artillery pieces. Production began in 1971 and when completed in 1982, over 10,000 had been produced. The 2S1 is loosely based on the MTLB artillery tractor, which was the basis for many other designs, as well. The theory behind the MTLB was commonality of components that would reduce design and production costs, thus reducing the lead-time to field a vehicle. It would also reduce the amount of spare parts needed to keep the Army moving. A good idea by anyone's thinking.

The 2S1 shared many of the automotive components of the MTLB but that is about all. The 2S1 included an additional road wheel station to accommodate the 122mm-gun turret and the immense hull that was designed more like a boat hull. This buoyancy allowed the 2S1 to go amphibian. 2S1 had no additional means of propulsion in the water other than its tracks. A set of track covers

for the front of the vehicle were provided and also a set of diverting vanes at the rear to help direct the water flow when the tracks were turning. Covers were also placed over the air intakes to prevent water from getting into the engine. The swimming gear was usually stowed on the back of the turret.

The 2A31 122mm gun is capable of firing a multitude of different rounds at a rate of 4 to 5 rounds per minute with a range of 15.2 km. The 2S1 is powered by a YaMZ 238N V-8 four-stroke diesel engine giving it a maximum road speed of 60 kph and a speed of 4.5 kph in the water. The 2S1 included a crew of four and formed the artillery backbone for armored and motorized rifle divisions. The former Soviet satellite countries of Poland and Bulgaria were given license to produce a 2S1 of their own. The 2S1 was also sold to Soviet allies including those in the Middle East. It also served in the Soviet war against Afghanistan and most recently with the Iraqi army in the Gulf war.

The kit

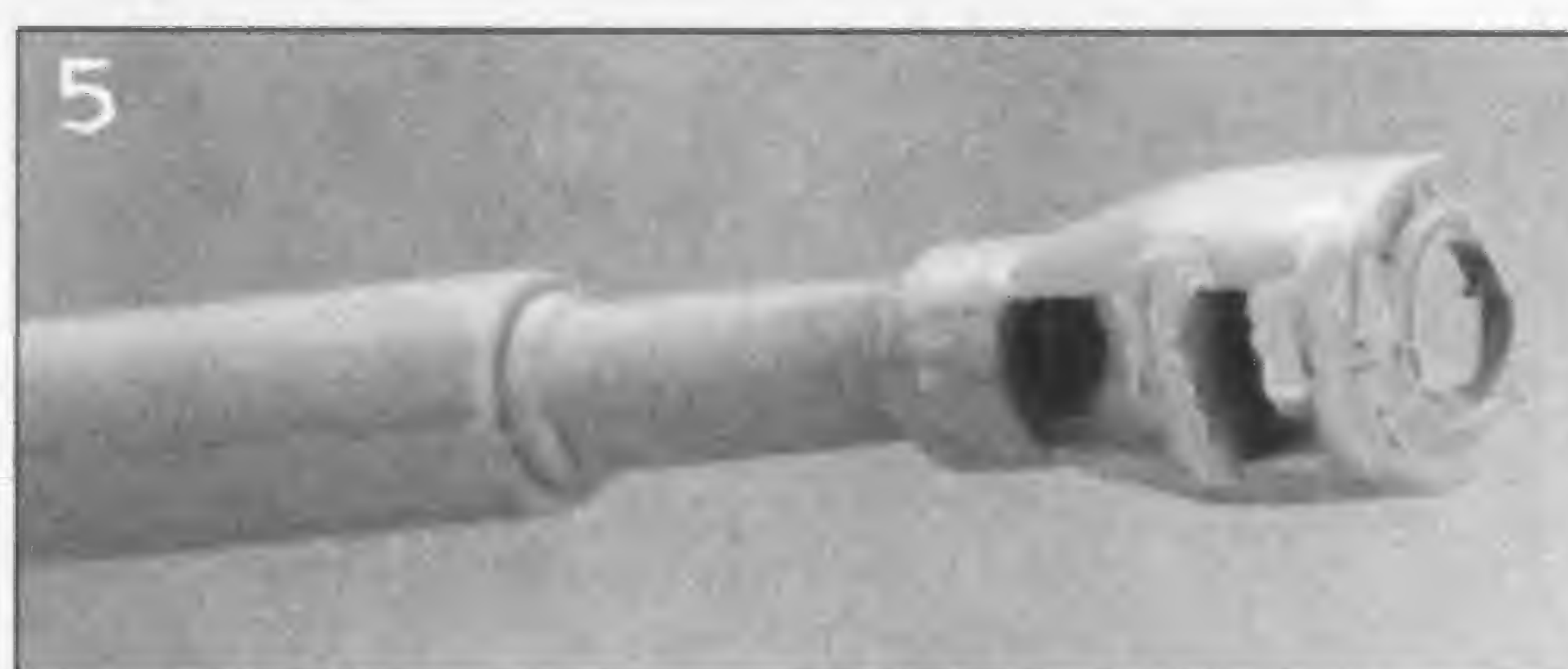
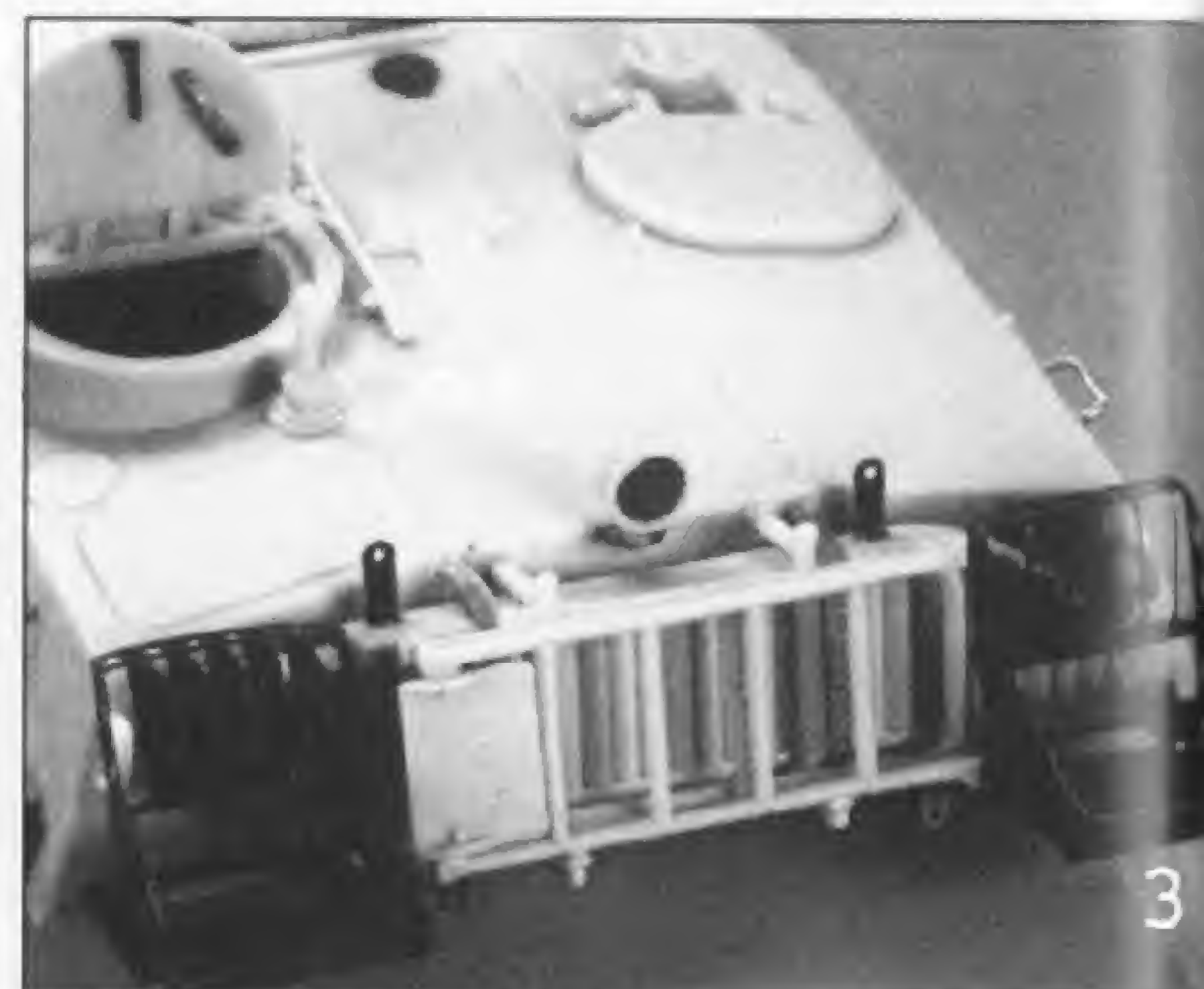
The kit is behind the times compared to what we have come to expect from the likes of the big T and DML. As far as Eastern Euro plastic goes it's not too bad. The packaging and presentation are fine and the instructions are clear and easy to follow. As with most kits from this area of the world, some of the parts are a bit on the chunky side and many areas are over simplified. I was impressed with the sprue connection points, which were of a manageable thickness on this kit. The plastic was of good quality and reacted well with the garden-variety liquid cement. Interestingly, the kit includes a small

photo-etched fret, which improves the engine grills and the attachment brackets for the swimming gear. Also included is a small sheet of decals of typical May Day Parade vintage. Soft plastic tracks and tow cables of the same material are provided. Toss these immediately, thank you very much. Not a bad package considering this kit would cost you the price of a Big Mac in downtown Moscow.

This kit has not gone unnoticed by the after market boys and you know we can't leave well enough alone. To help out the track situation, we submit the Friul track and sprocket set, ATL-56. Eduards' photo-etched set #35-262 also got thrown in to make life interesting. The tracks are a must; nothing gives that track sag like real steal. The Eduard set helps in some areas, but not all. In fairness to Eduard they can't be expected to fix all the ills of a kit, but I was a little disappointed in the areas that they did concentrate on and how they treated them. More on the extra goodies later.

And the race is on...

Before we begin with the build, I will get the pros and cons out of the way. First off, this kit is reminiscent of an early DML kit, strong in some spots, out to lunch in others. The bolt counters will notice right off the bat that the road wheels have 6 mounting bolts rather than 7. The idler wheels suffer from the same problem and the sprockets should have a starfish shaped hub rather than the simplified version supplied. Unfortunately, the Friul set has them as well. The trim vane on the front plate is molded on as well as many of the hinges and retainers. This would have been an ideal area for the Eduard boys to take care of, but it wasn't in the cards.



The drivers' area and air intakes are a mystery to me. The driver's front plate is too small and the armored cover is too large in both the kit and the Eduard set. In addition, the mounting hinge system is totally wrong in that it has a cantilevered bar running along the whole front of the hatch, rather than two separate hinges. The size of the armored hatch and the plate itself would require some major surgery to correct. The air intakes were totally simplified towards the rear and there is only one dome where there should be two. Big time hack and slash.

The turret has a couple of boo-boos as well. The gunner's site is over simplified and doesn't even come close to the real thing. The pivot for the wiper blade on the real thing is mounted to the turret and not the site itself and it also has two pivot arms rather than one. There is a hatch behind the commanders' station that is represented as a raised surface without its hinges and fittings. Another tough one to fix. To round out the con's, the kit comes with a \$40.00 price tag, thank you very much, toss on the tracks and the photo-etched set and you're well over the \$100.00 mark. Enough said.

And on the good side...

As far as the pro's go, the kit is defiantly one of

the better examples that I have seen from this area of the world, so things are looking up for Eastern Euro plastic. The inclusion of photo-etched is a real plus. I knew from the start that this was not going to be a show winner, but that did not really put me off. I like the subject matter, being one of those types that can't resist Soviet tanks with big guns. The kit will require some love, so with blade in hand, that's just what she got. The PC version is that this is a buildable kit.

The lower hull is made up of separate sections, sides, bottom, front and back plate. The front and back plates are sub assembled and include the addition of the tow hooks. The rear door could be positioned opened or closed but due to the absence of any interior, I closed it. Each of the sides consists of the upper sponsons, fenders and head light bulkheads. You can add the lights at this point, once the top is on they are real tough to get in to place. I did not drill out my headlights because the flat ones are blackout lights and the headlights have a partial shield. The assemblies went together well using liquid cement. Make sure everything is parallel and

perpendicular or the top won't fit right.

Once the lower hull had dried, I added the top thinking that if anything had to be filled, now was the time to do it. The top fit quite well and a minimum of filler was needed. The suspension arms were next to go. They are keyed, but you do have to pay attention to their direction. When I flipped the model over, I was happy to see that it sat flat—a good sign. The road wheels were cleaned up and added less the kit sprocket. I was impressed with their fit and once dry, everything was very sturdy.

Friul is cool

With the majority of the hull complete, I decided to tackle the tracks. These are a very cool set, clean up is nil and the detail is outstanding. How do they do that? The one drawback with the tracks is the assembly time, which seems like it will go on forever. Not a problem for guys like us. A few tips concerning their assembly. These are the type that are held together with steel wire. There are two



9



10



11



12



13

9. Lower front view shows the questionable trim vane painted and weathered. It isn't as obvious when finished. 10. This rear view shows how painting and dry brushing bring out all of the detail. Note the right rear light is missing. Hazards of dry brushing. Oops! 11. Upper view of the rear of the turret. Note how the figgy fits perfectly in the hatch. 12. This shot shows the finished screens to good advantage. Note the enhanced weld seams. 13. Partial view of right side front. With all of the new information coming out of the former Soviet Union, the modeler has many more options than the traditional Soviet green. 14. Partial left front view shows the finished driver's station. Although incorrect, the area does finish nicely. 15. Comrade Ivan anxiously waiting for his next issue of MMiR. 16. This shot shows the complete engine deck and the 122mm gun. Note that the inside of the muzzle brake is painted a reddish orange color. You will see this on most Soviet gun tubes. It is a paint used to inhibit rust.



14



15



16

separate sets, one for the right hand and one for the left. The reason for this is the outside portion of either track has the bolt detail on the outside and the hole to insert the pin on the inside. This is important so that the wire is not visible when the tracks are on the model. Assembly will be made much easier if you open all the holes with a tiny drill bit, being careful not to go all the way through.

I worked in batches of around 10 or 20 and things moved along well. With the holes opened up, it's very easy to slip a length of wire into the holes and crop the excess close to the block. I then added a drop of super glue to the end so the pin wouldn't fall out. After around four nights of work, I had two full lengths. To make attaching them easier, I put a small blob of super glue in the bottom of the sprocket-mounting hole. This fixed the pin, allowing the sprocket to turn on the fixed shaft. The tracks can then be fed over the sprocket. It's free to rotate, which enabled the whole run to be pulled through.

The tracks will have plenty of sag, so pinning the two ends together is no big deal. I waited

until the model was painted to glue the tracks to the top and bottom of the road wheels to get the proper sag. Bottom line, the tracks are worth the price of admission and really make the kit.

Eddy rocks

With the tracks on, I could safely begin adding the goodies. The first order of business was the lovely Eduard engine screens. Before adding the photo-etch in this area, I would suggest sanding the intake louvers flush. The Eduard directions suggest that you remove the louvers completely. This would leave a very big and very empty hole, so I sanded the area flat and added the Eduard louvers #45, angling them slightly upwards. Adding the upper and lower screens #1 and 2 and the framework (this needs to be bent to shape) completes the area. Ignoring the shape discrepancy at the rear of the intakes, I moved on.

Not in the mood for a major rebuild, I opted to use the kit-supplied hatch and incorrect hinge system. The Eduard set was no help in this area. To get the hinges to sit properly, I had to cut the retaining tube, #52A, in half to get the hinge, #71A, to sit flat. Looking at my reference photos, I noticed this area was heavily welded. I filled the

opened end and using my homemade hot knife, I added the weld detail (the Brits have cool name for this: pyrogravure). While I had the pyro out, I enhanced all of the weld seams by gently bobbing the tool up and down while following the scribe lines on the kit. This technique did quite a bit to improve the overall detail and when washed and dry brushed the seams really popped out.

The rest of the hull details are pretty straightforward. The driver's hatch was closed, due to a lack of interior. I used the Eduard parts for the hatch locks and the exhaust vent screens. The torsion bar spring was molded as a straight bar on the hull. I corrected this by shaving off the front end of the bar and grafting on a piece of bent brass wire, attaching it to the top of the hatch with a bracket made from lead foil. The Eduard hatch handle, part #7, although flat, was used as well as the air intake domes, parts #36 and #74, and the replacement parts for the transmission intake. As I mentioned earlier, the kit-supplied cables are weak, so I just used the kit mounts and left the cables off. Perhaps I will get motivated someday and add them.

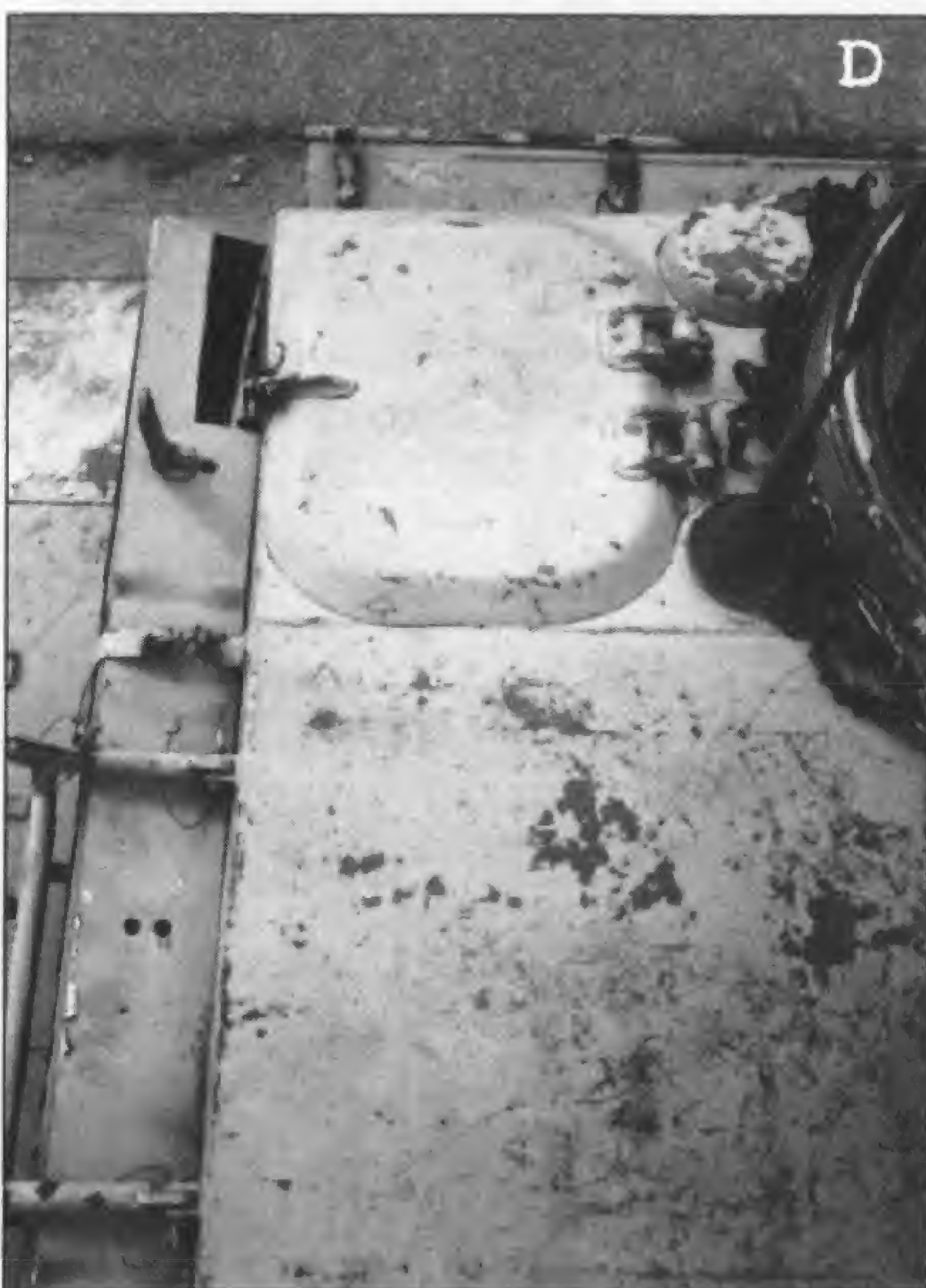
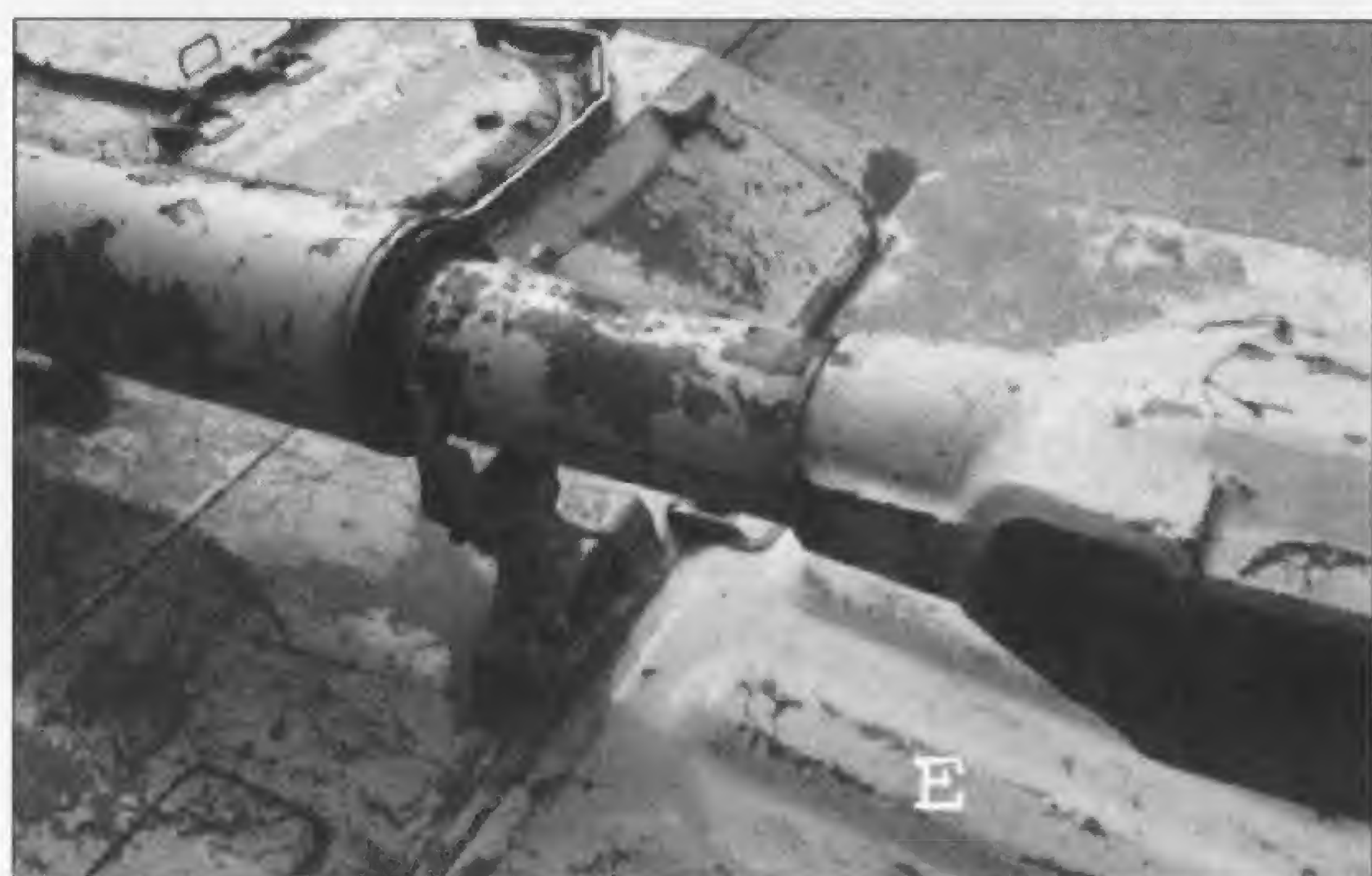
All of the Eduard parts were used for the rear of the hull with the exception of, #58, grab handle and this was replaced with brass wire. As you can see, this is one of those compromise builds where you take the good with the bad. Speaking of good, on to the main gun which consists of 10 parts. The clean up was a little rough, but everything went together well. Due to the nature of the construction





A) Close up of the gunners' site; note the double arms for the wiper blade and the shape of the site housing. In addition, you can clearly see the shape of the opening for the engine louvers and the two domes in the back round. This is a captured Iraqi tank; you can see the green paint underneath the tan over coat. B) Full front view shows the trim vane, albeit, damaged, and the drivers station. Note the hinges, the angle of the front plate and the armored cover. C) This rear view shows the wading gear to good advantage. Note the right side, where one of

the diverters is mounted, but in this case, very mangled. D) A close up of the rear loading hatch behind the commander's station. Note the hinges and locking mechanism. For those who wish to correct this area, this shot gives you a good idea of what is involved. E) Even on the real thing, the muzzle brake is nasty. The rust preventing paint is on the inner areas. F) The beast in all her glory.



you will need to do quite a bit of filling and sanding to get a smooth finish. Eduard supplies you with thin strips, which I assume represent the retaining bolts for the gun and a neat little inspection cover, part #5. The Eduard instructions have you add these prior to adding the gun. This is not a good method. Mount and position your gun assembly prior to adding the strips. I went the other way and had issues.

The turret is a load of hoots. After joining the upper and lower halves and correcting my gun mounting bolt issue, I was in need of a bit of filler to make the seam smooth. The weld seams were enhanced using the same method as the hull. The rear of the turret is the busiest portion of the kit. I used the Eduard front flotation vanes, which were quite a photo-etched challenge. The remainder of the flotation gear came from the kit. The Eduard set came in handy when detailing the side toolbox. Very nice. Lightly heating plastic rod and bending it over a drill bit made the turret lifting hooks. The grab handles were made from brass rod. Last but not least, a

suitable Soviet Tanker was slightly modified to sit perched in the commander's cupola. Ready to paint.

Painted carnation

With all of the new information coming out of the former Soviet Union, the modeler has many more options to color as opposed to the traditional Soviet green. Not that I have anything against green, but variety is the spice of life. I chose a scheme from the Afghanistan conflict, which consisted of a Testors Soviet Green base sprayed with bands of a sand gray color that was a mixture of Tamiya light gray with a touch of Desert Yellow. Looking at the photos, this scheme could have been added by either a brush or a spray rig. The turret numbers came from Archer. One word: OUTSTANDING. The figure was painted using Vallejo Acrylics.

Round up: I enjoyed building this kit and I view it as happier things to come from the Ukrainian Manufactures. To make this kit top drawer, you will have to shell out some bucks and do some pretty good hacking to get it right. I am becoming more lenient in my old age so I am happy with it. Enjoy!

—Nick Vanston

MMiR RECCE

Skif 2S1-Gvodizka. Kit #206. Suggested retail \$40.00.

Eduard 2S1-Gvodizka detail set. Kit number 35262. Kit graciously provided by the manufacturer. Suggested retail \$24.00

Friulmodellismo 2S1 tracks. Kit number ATL-56. . Kit graciously provided by the Friul's U.S. importer Chesapeake Model Designs. Suggested retail \$45.00.

References

Armor of the Afghanistan War by Zaloga, Luczak and Beldam. Concord Publications. ISBN #962-361-909-X.
Soviet/Russian Armor and Artillery Design Practices: 1945 to Present by Andrew W. Hall, David R. Markov and Steven J. Zaloga. Darlington Publications. ISBN#1-892848-01-5



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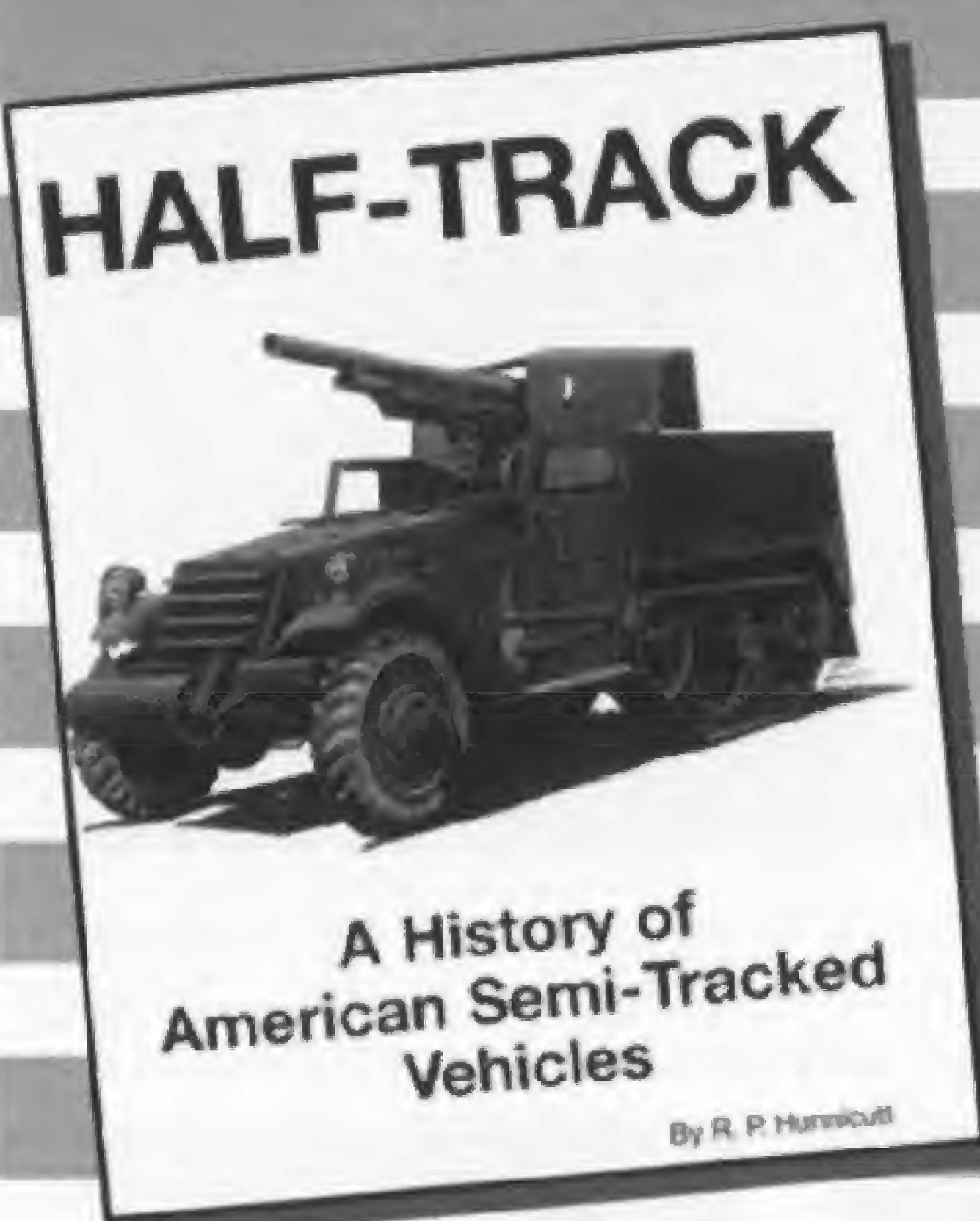
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Part III briefly describes some half-track operations during World War II and Korea. However, it is not intended to be an operational history, but to illustrate the effectiveness of the half-track in active service. The characteristics of the various half-track vehicles and the weapons with which some of them were armed are tabulated in the data sheets in Part IV.

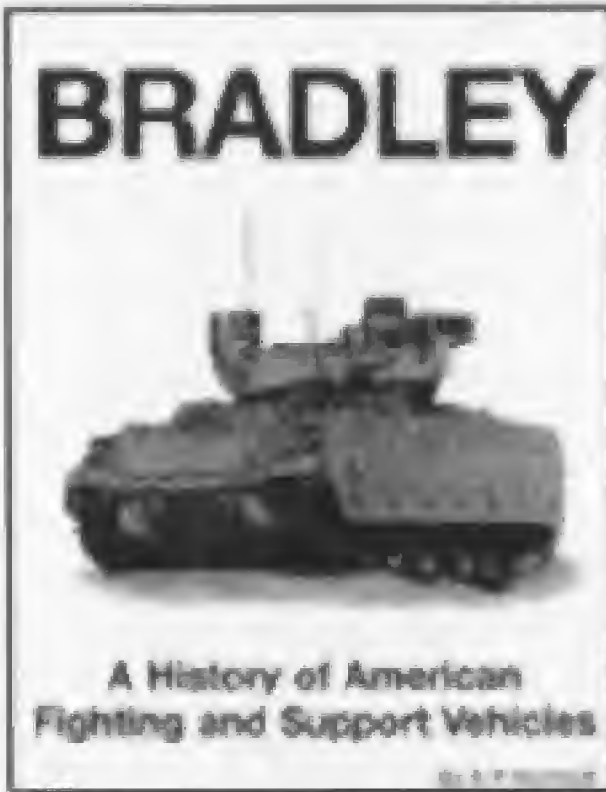
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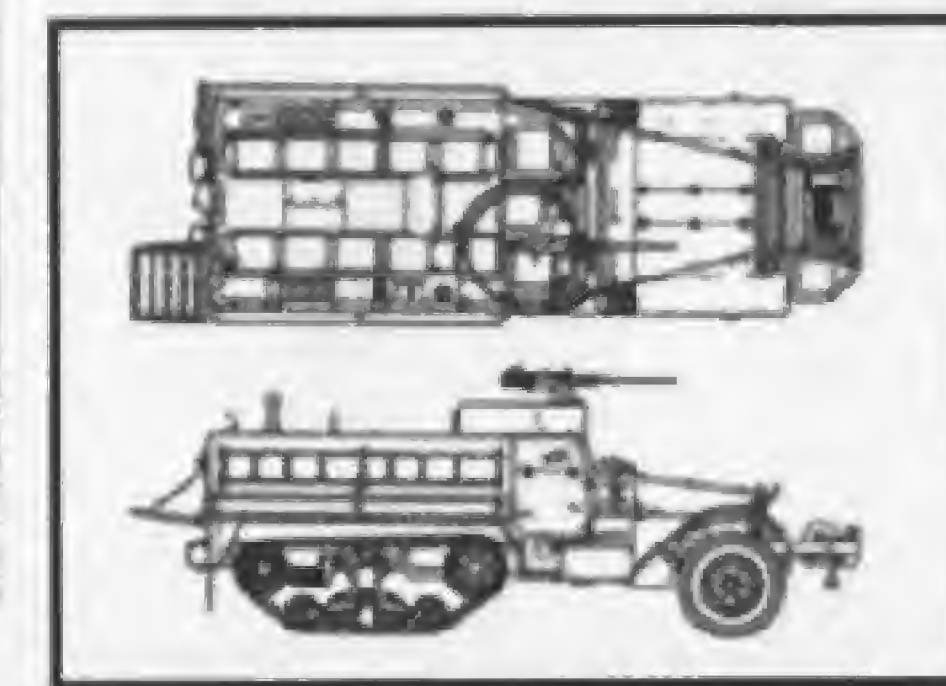
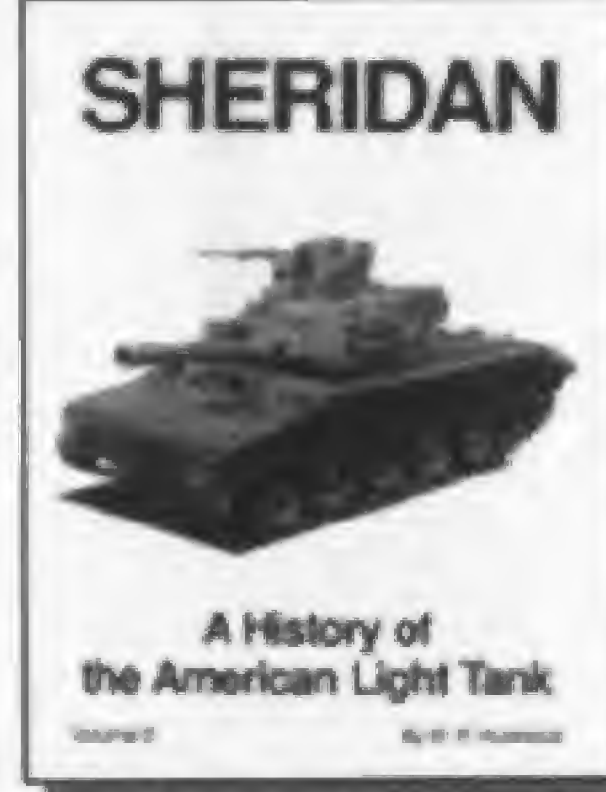
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Let's Get Hitched

Checking out the fabulous new FAMO trailer from Tamiya



Hot on the heels of the FAMO tractor, we learned that Tamiya would release a trailer to go along with it. First the Dragon Wagon and now the FAMO trailer. This is the Sd.Ah. 116 trailer, to name it correctly. The abbreviation stands for, Sonder Anhanger, which means "special trailer." The 116 was one of several special

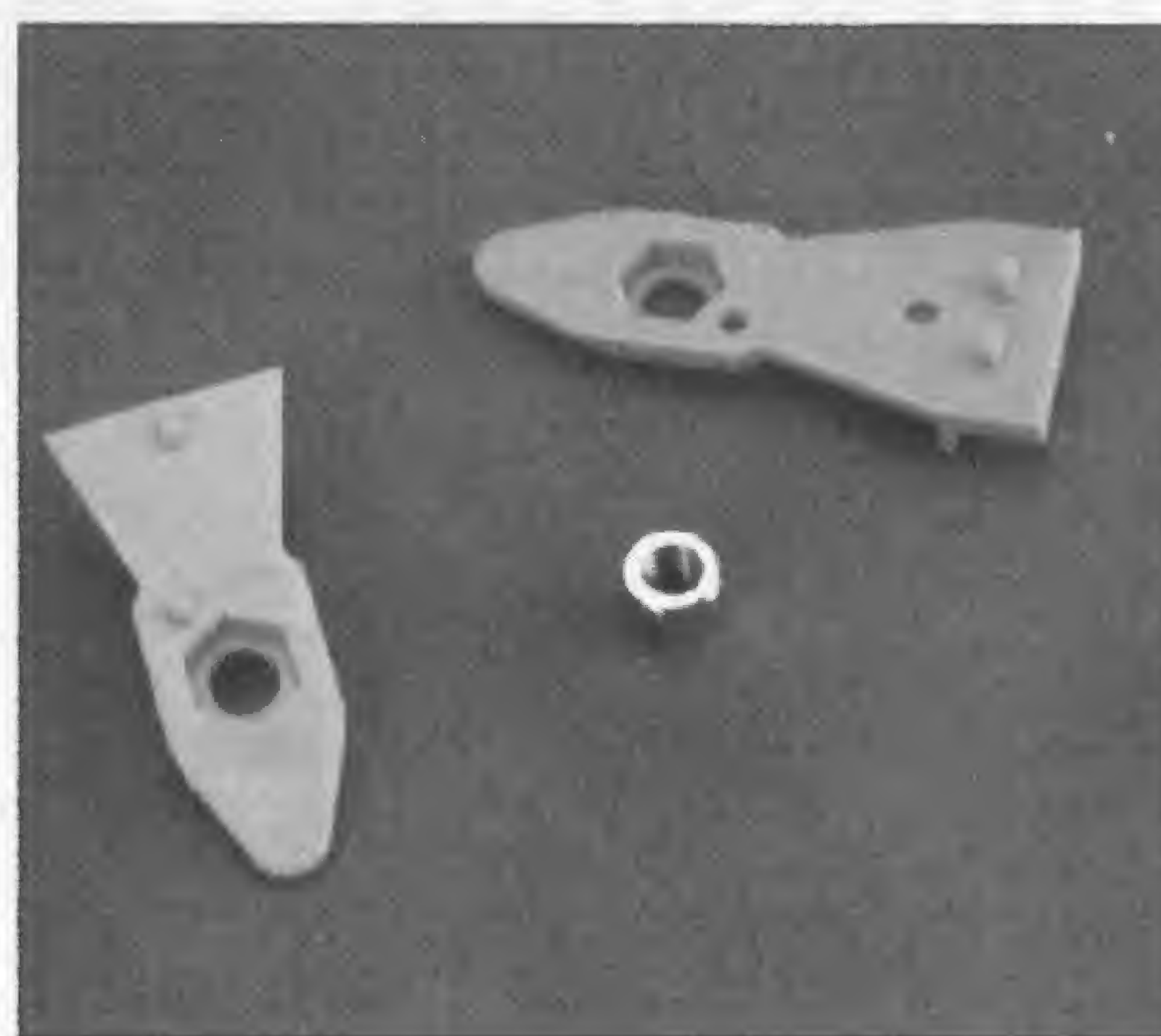
trailers developed by the Germans during the war. Perhaps the most famous (besides this one) was the Sd.Ah. 201, which was the trailer for the 8.8cm Flak. The 116 was a derivative of an earlier, lighter trailer that was used during the training phase of the Panzerwaffe. Interestingly, a truck, rather than a heavy tractor like the FAMO, pulled the 116 trailer.

The kit is tremendously complex. So complex, in fact, that an article on it could have taken up a substantial part of this issue. I'm presenting it in caption form to give the reader a better idea of what's in store when building this magnificent model. Let's get started, shall we?

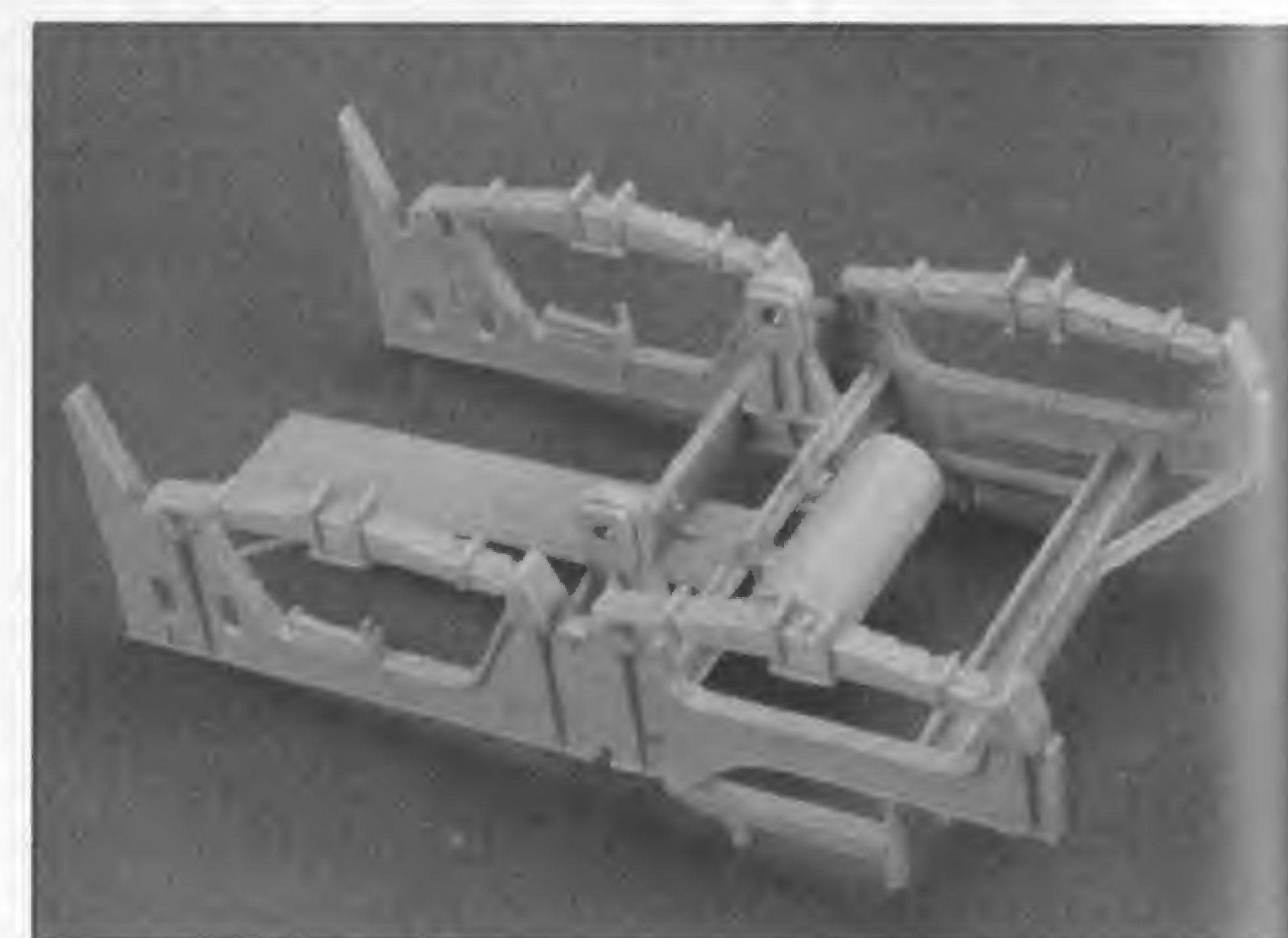
—Pat Stansell



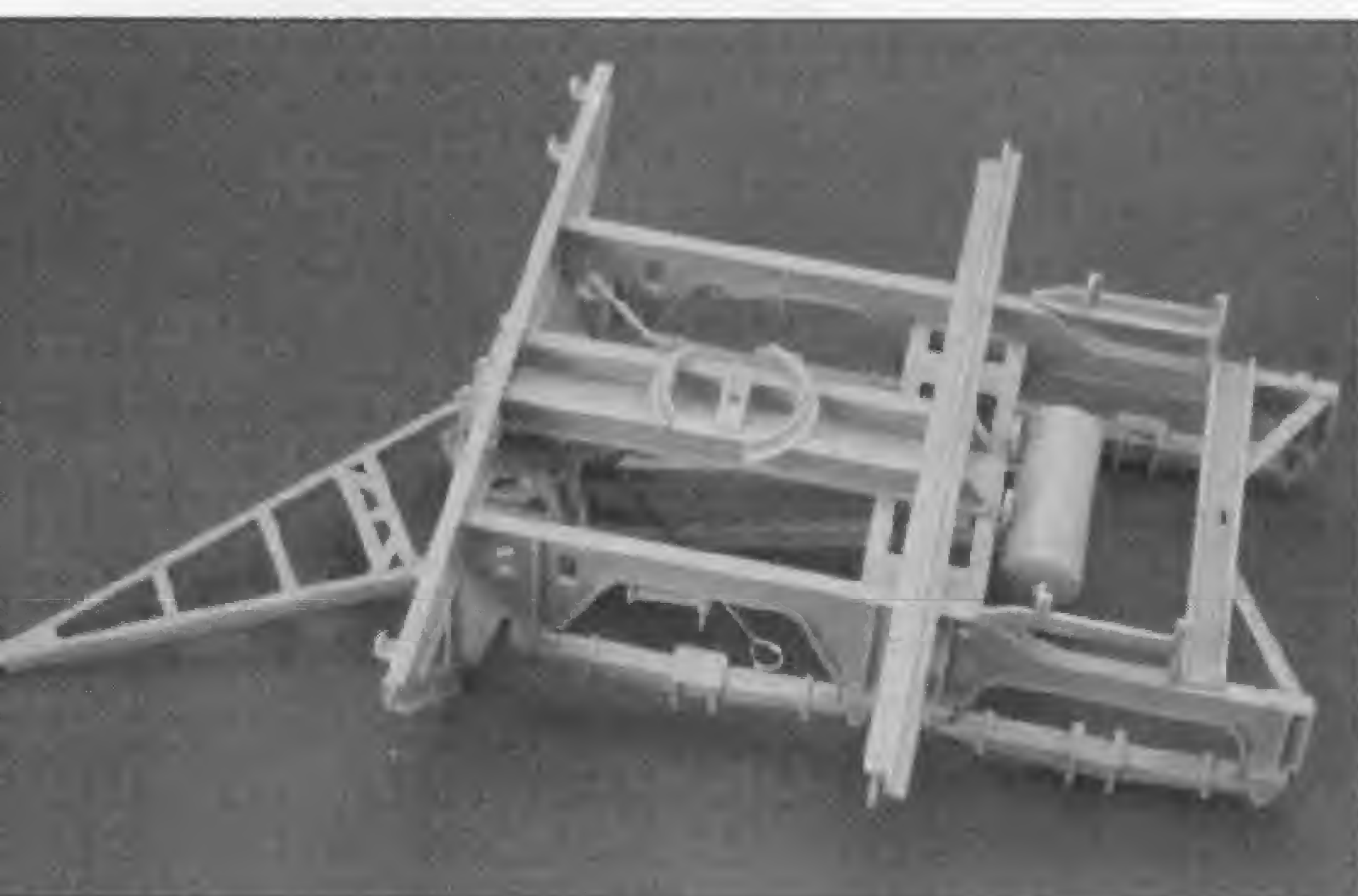
Part of what's in there. By the way, the complete FAMO kit is also in the huge box. This shows some of the other gear enclosed. There's sheet plastic, screws, nuts, vinyl chain, cord and a screw driver. The metal linkages for the suspension are also visible.



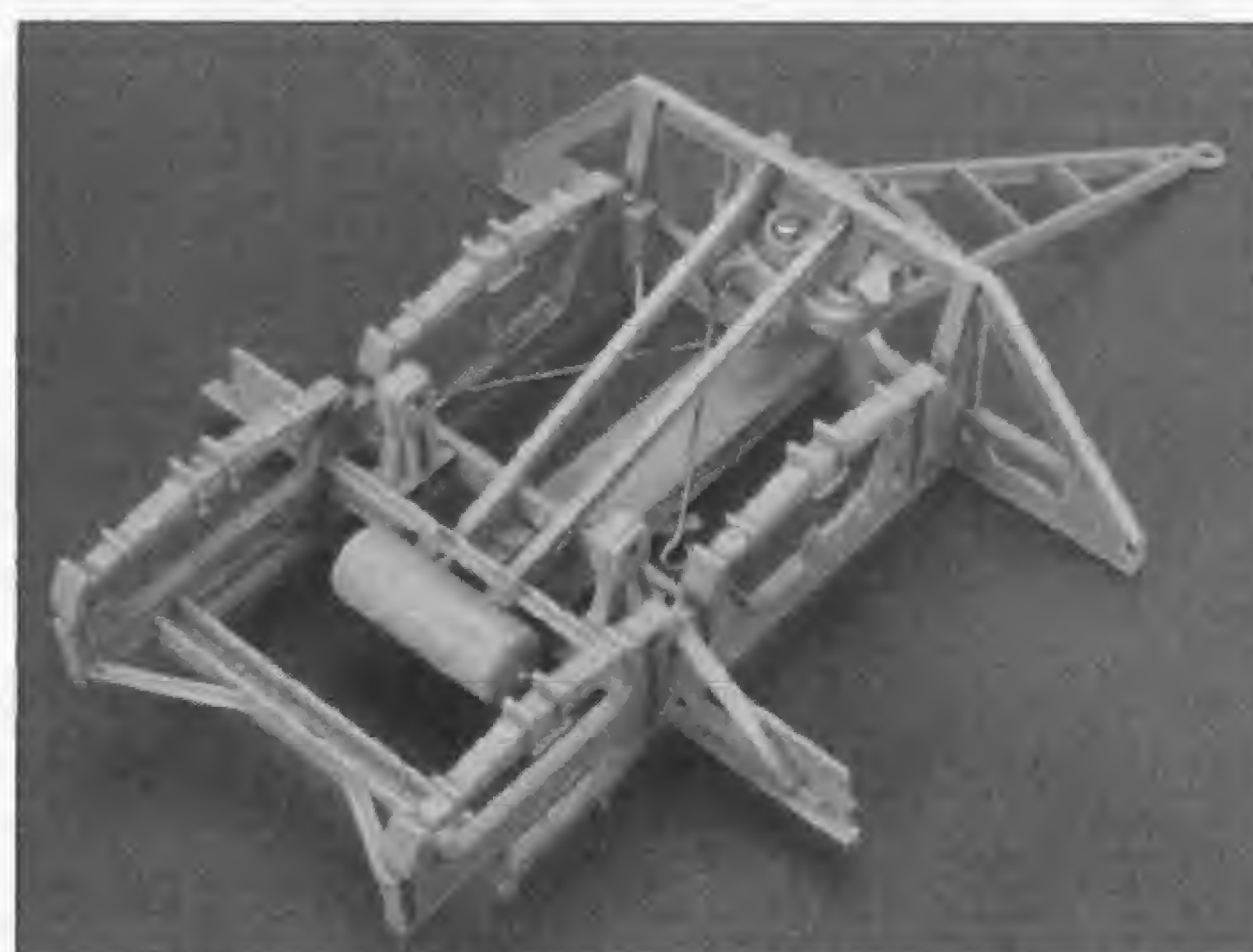
Each of the wheeled bogie assemblies is attached to the trailer bed with these large lugs. They correspond to slots in the trailer bed. The nuts get trapped inside.



The forward bogie starts to take shape. This is the view from the bottom. Each of the large side sections is a single piece of styrene. Note the air tank in the center.



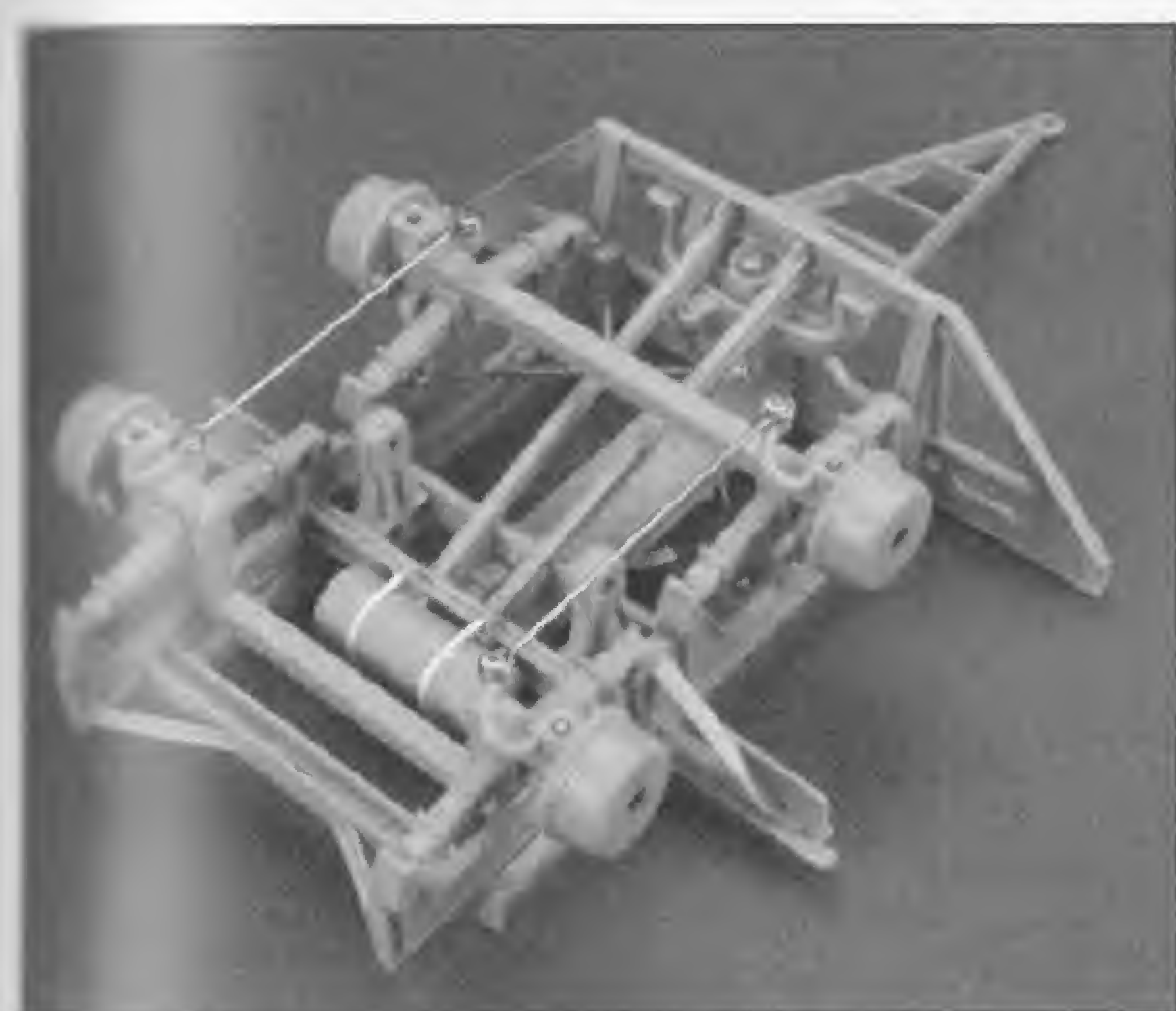
The front hitch arms are in place here and the metal linkage arms have been attached to the back of the hitch. These get attached with screws. This was a bit odd to me, as the steering



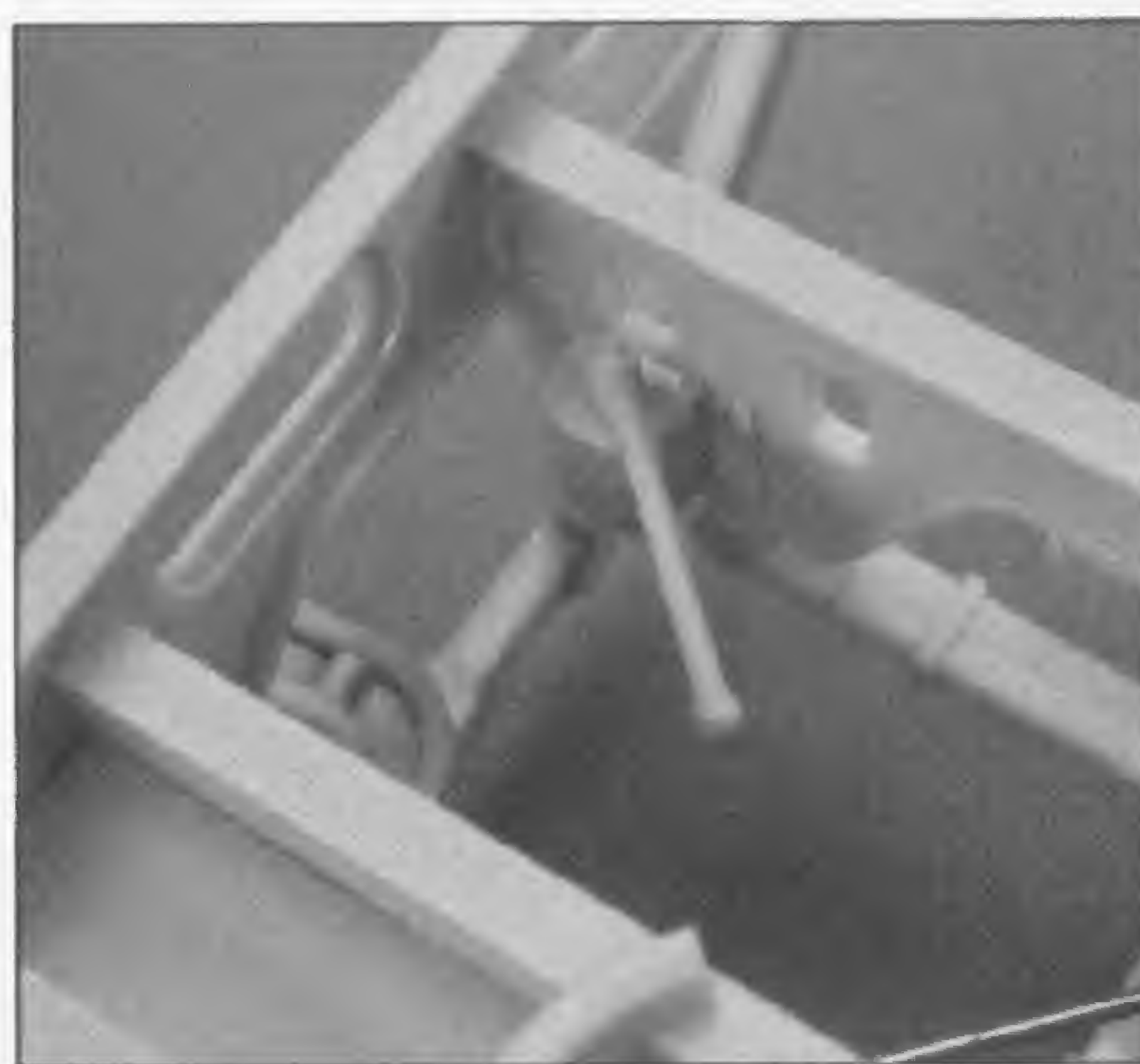
mechanism is designed to remain workable. It's beautifully engineered, but I wonder if it's really needed. It does remain fairly delicate when complete. I'm not playing with mine (honest).



The main axle beams for the front bogie. Each of the wheel hubs gets secured with the long screw shown. The curved arms are later connected to the metal linkage arms.



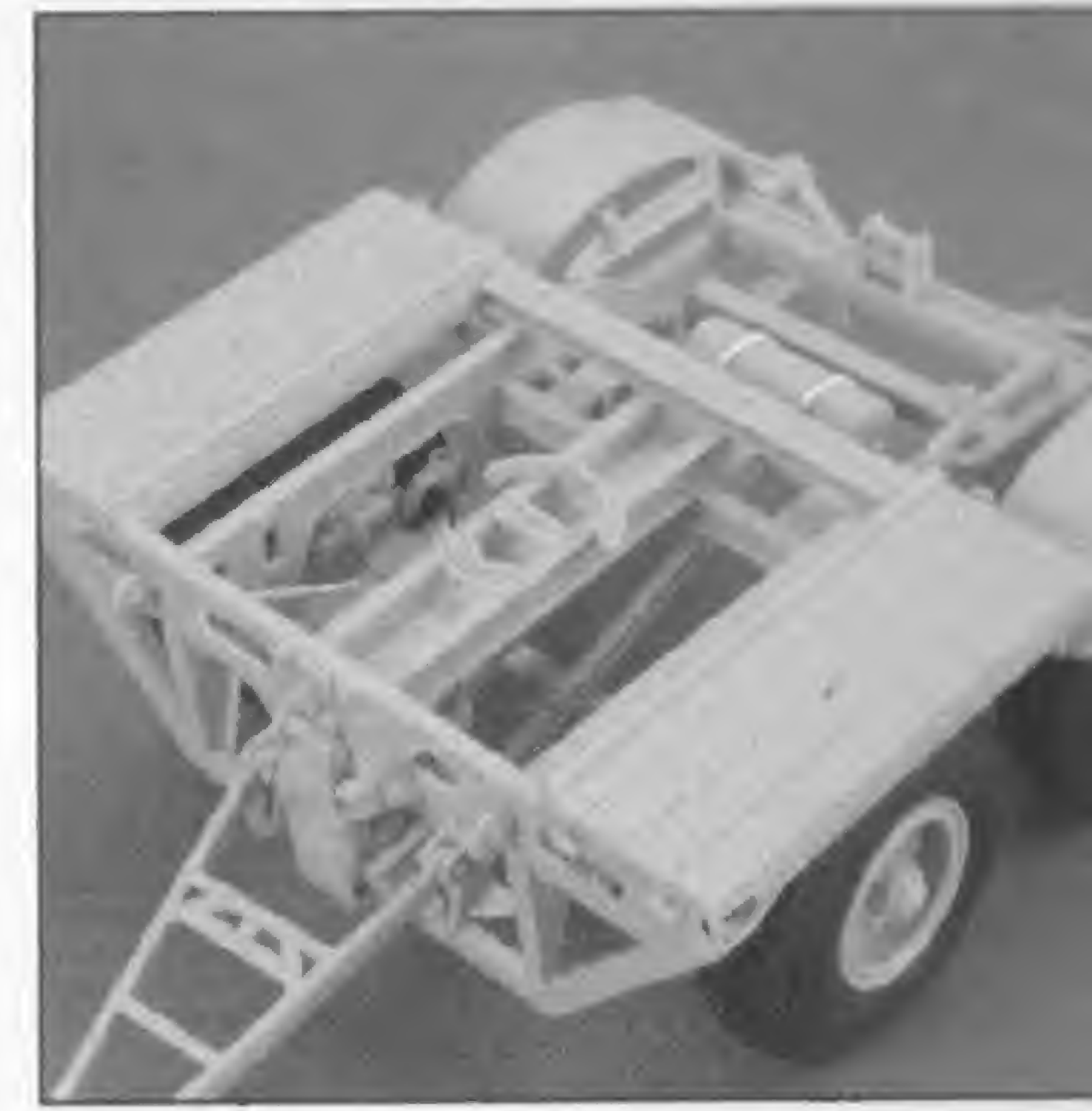
The front bogie suspension complete. The screw heads are rather obvious, but not too noticeable when the trailer is upright.



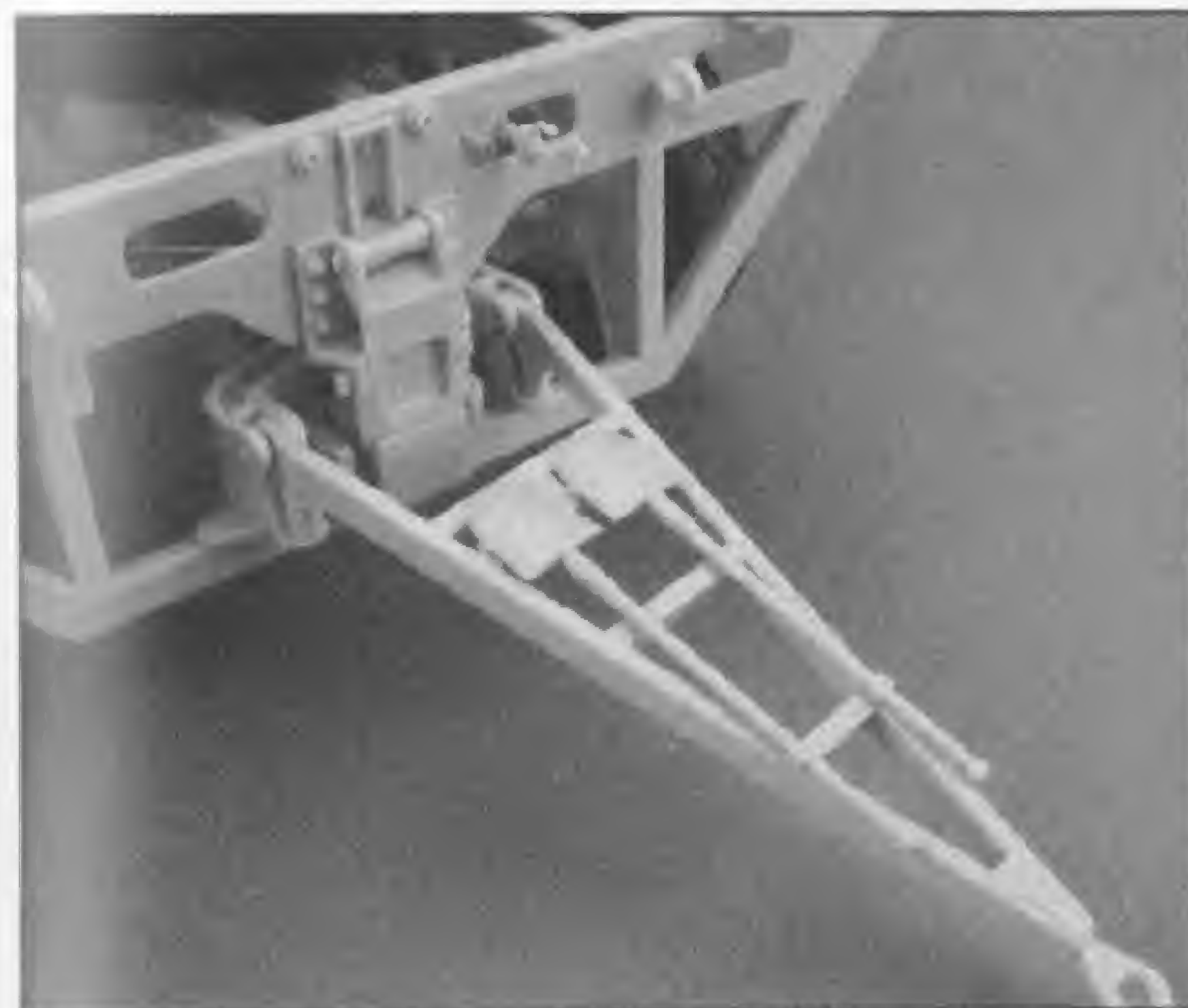
All of the little details are there (how do they figure all that out?). This is the arm for one of the bleeder valves on the front bogie. Fit, of course, is great throughout.



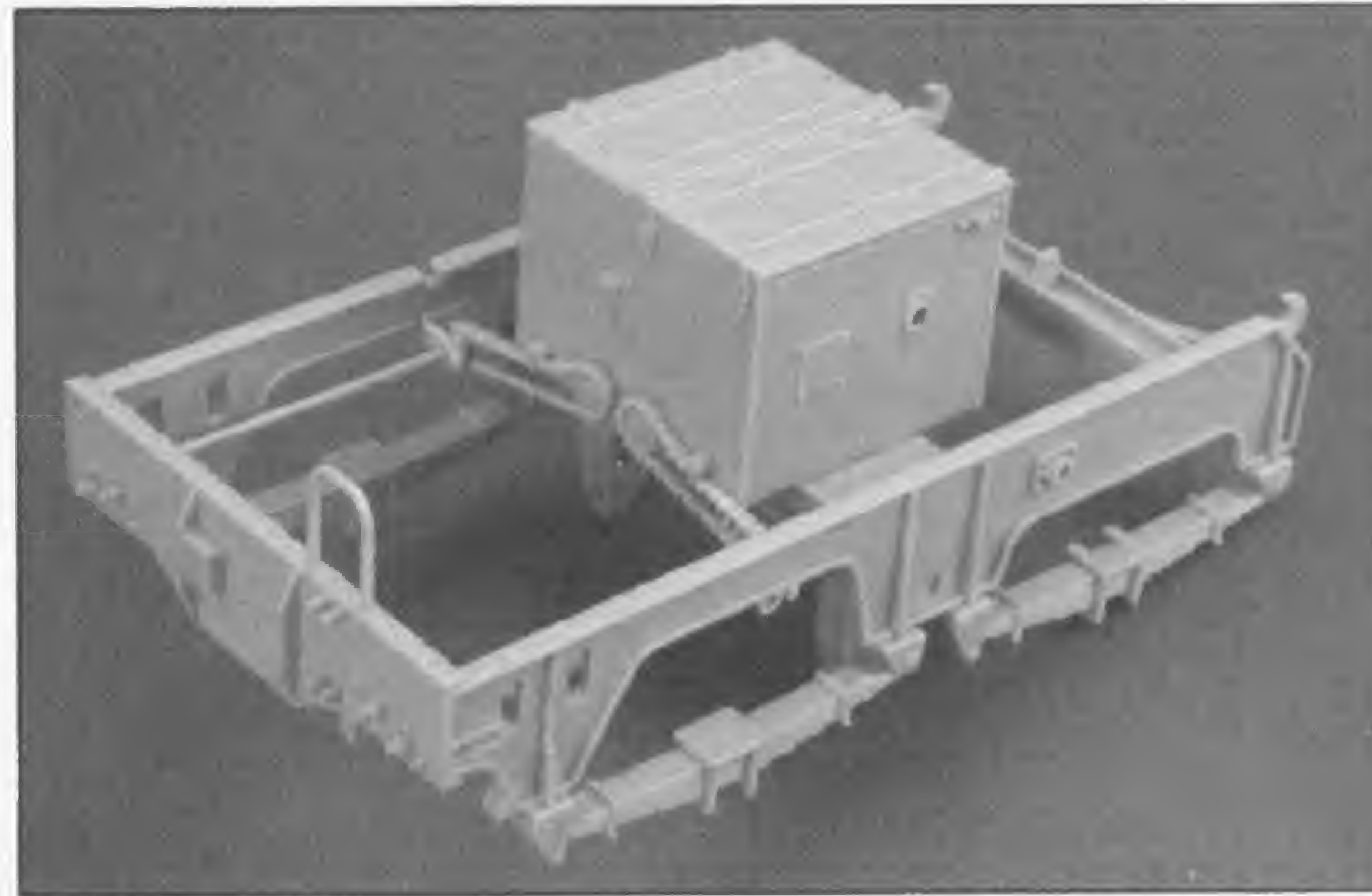
Like the FAMO and the Dragon Wagon, all the tires are real rubber. These are the spare tires that mount on the top of each bogie.



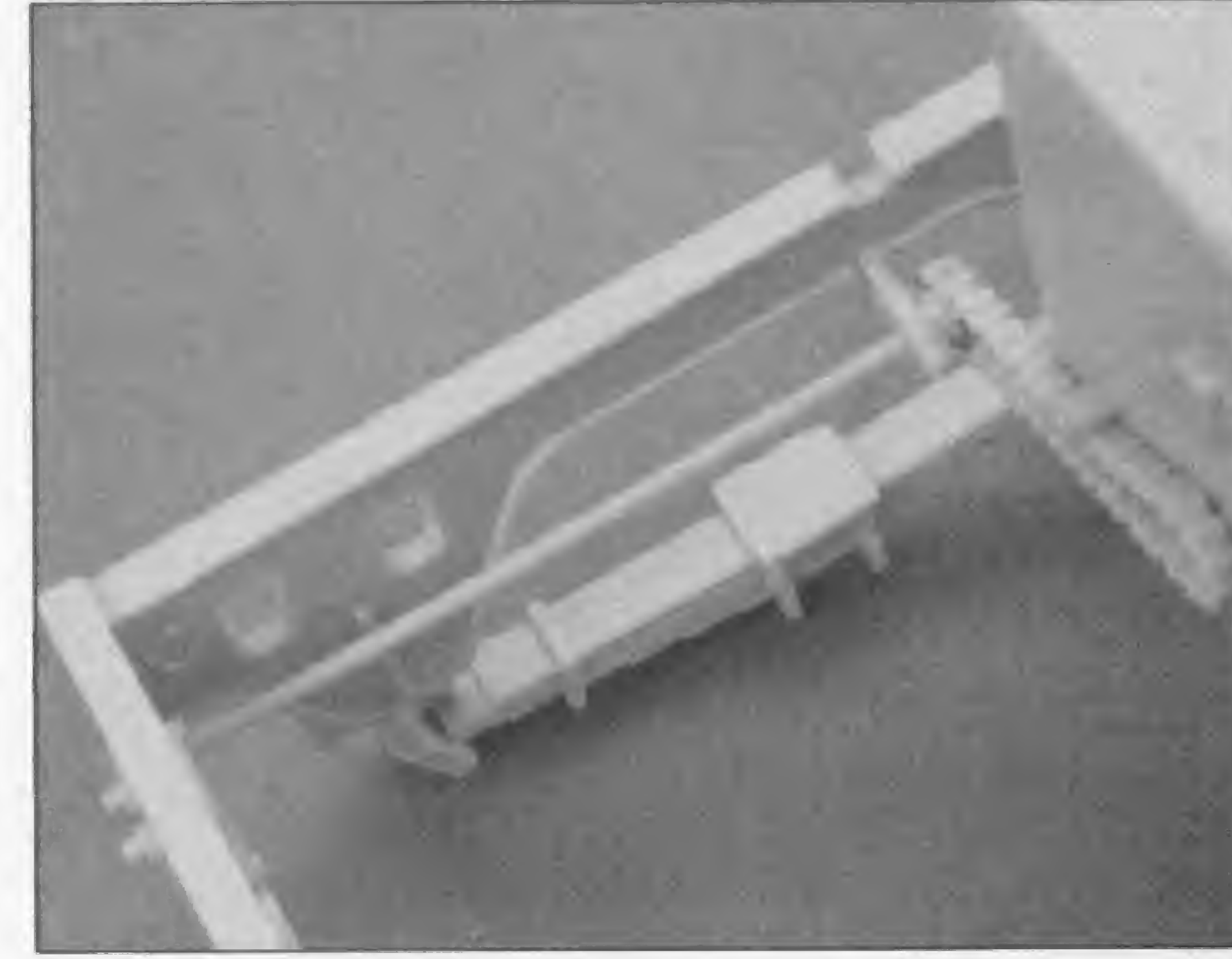
The front bogie completed. The platforms hold the two steel ramps for the trailer. Note the mounting points.



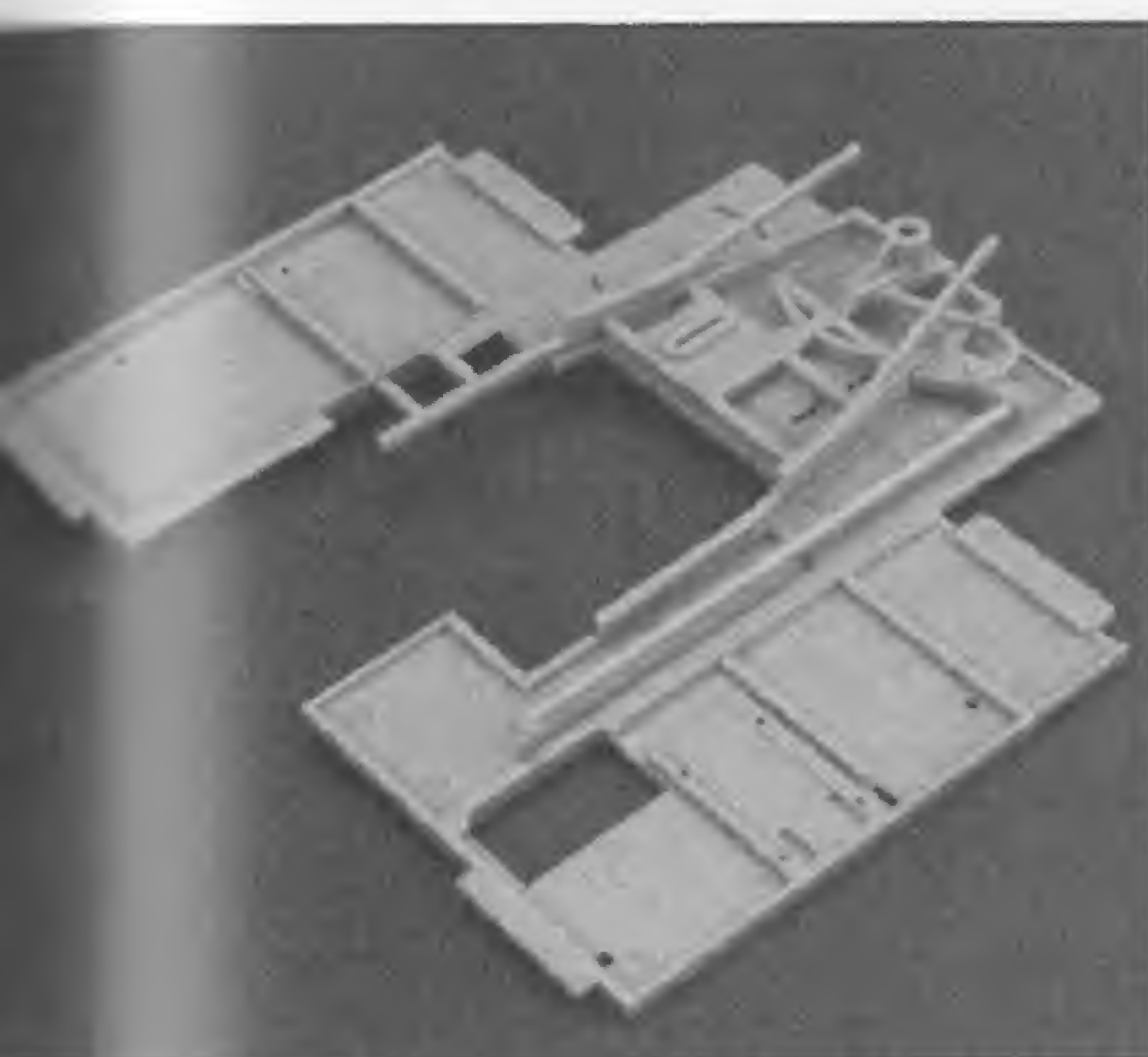
When finished, the hitch arm moves back and forth and up and down. Two standard shovels mount on the arm. Note the finely detailed air hose connection.



This is the main frame assembly for the rear bogie. Like a contemporary construction rig, the rear of the trailer bed was raised and lowered through a series of reduction gears. These gears are housed in the large box in the center.



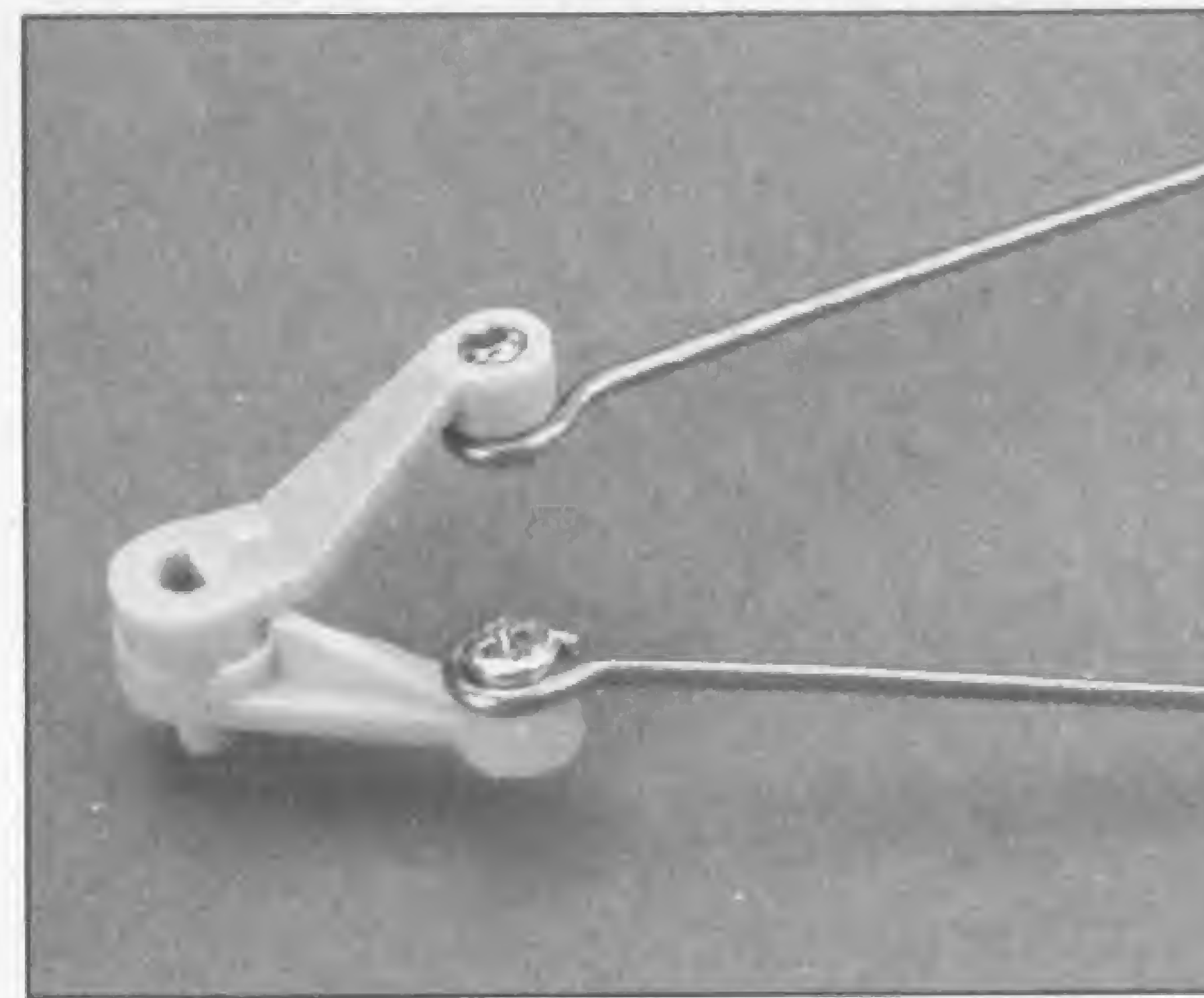
This shows one of the arms that lead to the outside of the frame. A crank handle was inserted in a lug outside and this activated the gears. There are two lugs, one on each side.



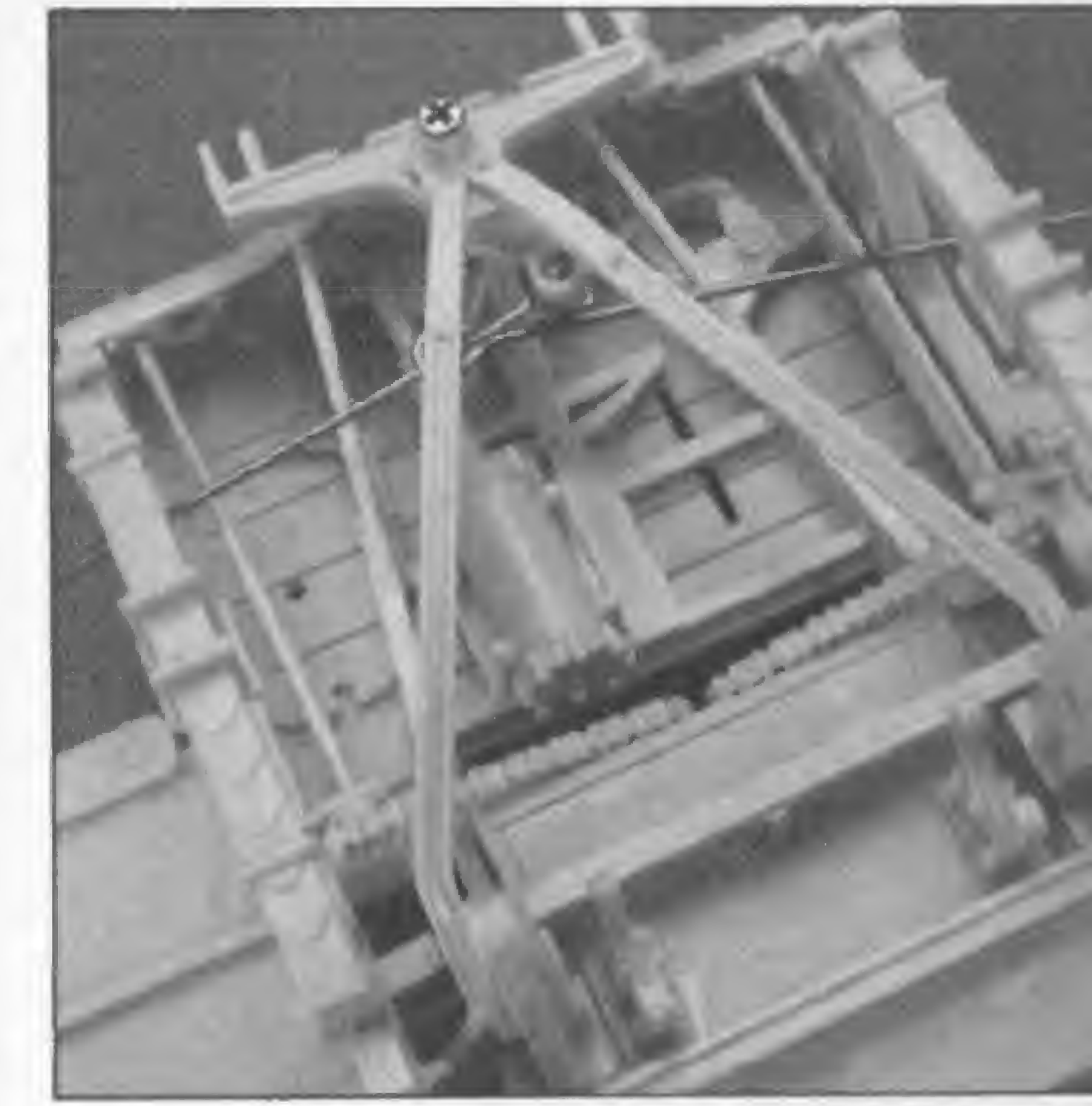
This is the bottom of the platform of the rear bogie. The elaborate series of struts and braces is impressive, but later invisible.



Top: this gorgeous air cylinder is hidden underneath the rear bogie platform. Above: a closer look at one of the wheel hubs.



The steering linkages really get complicated on the rear bogie. The rods link not only all four wheels, but also an auxiliary trailer hitch on the very back of the bogie.



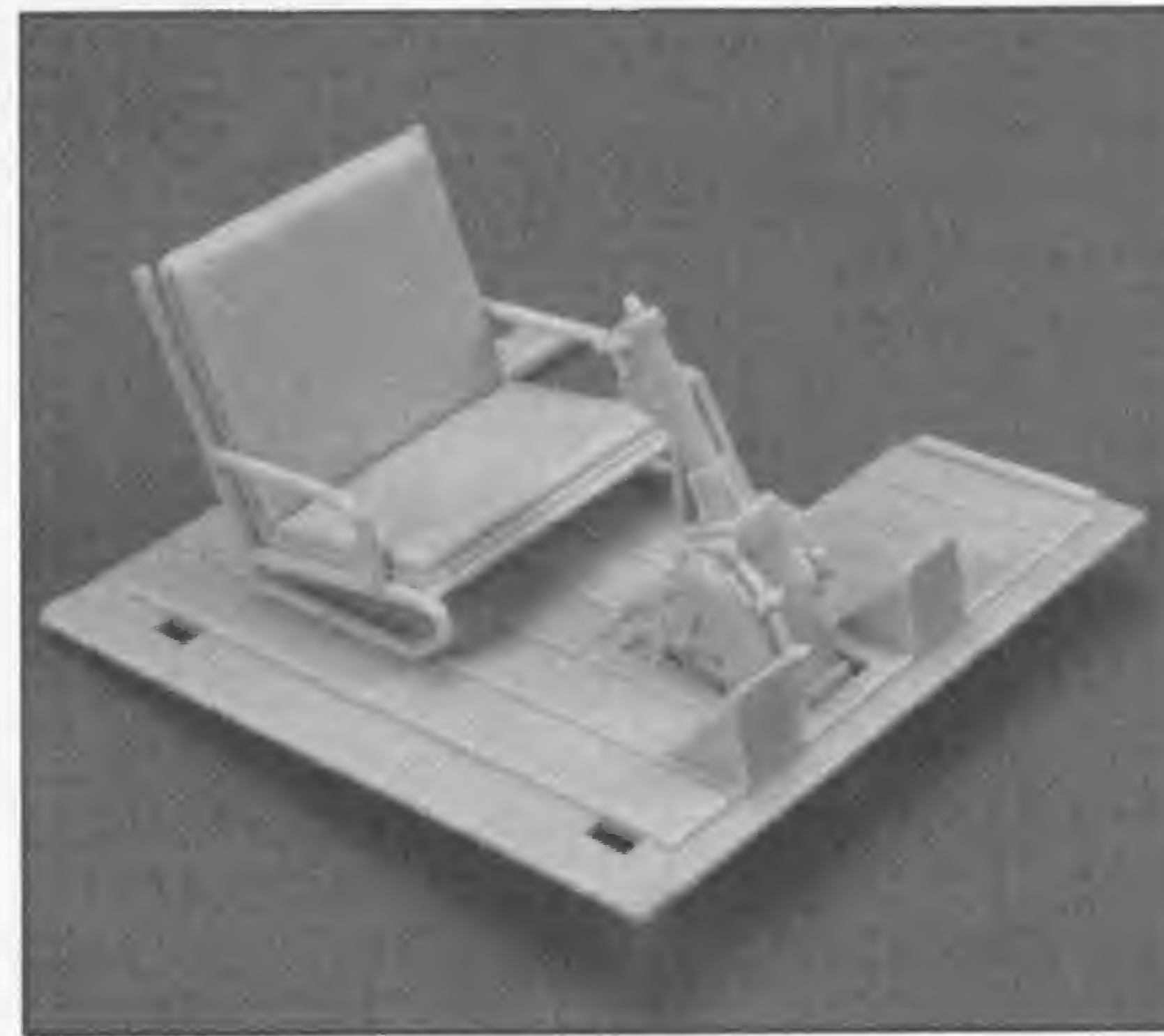
The rear bogie near completion. This is just before the addition of the axles. The metal rods are still loose.



Plastic heaven. Nothing is left out on this model! This is a close-up of the various linkages on the right hand side of the rear bogie.



Much of the detail on this model is invisible when it's complete. This is a case in point, the steering column. Amazingly, it's a four part assembly. It may not be seen depending on whether or not you use the canvas cover.



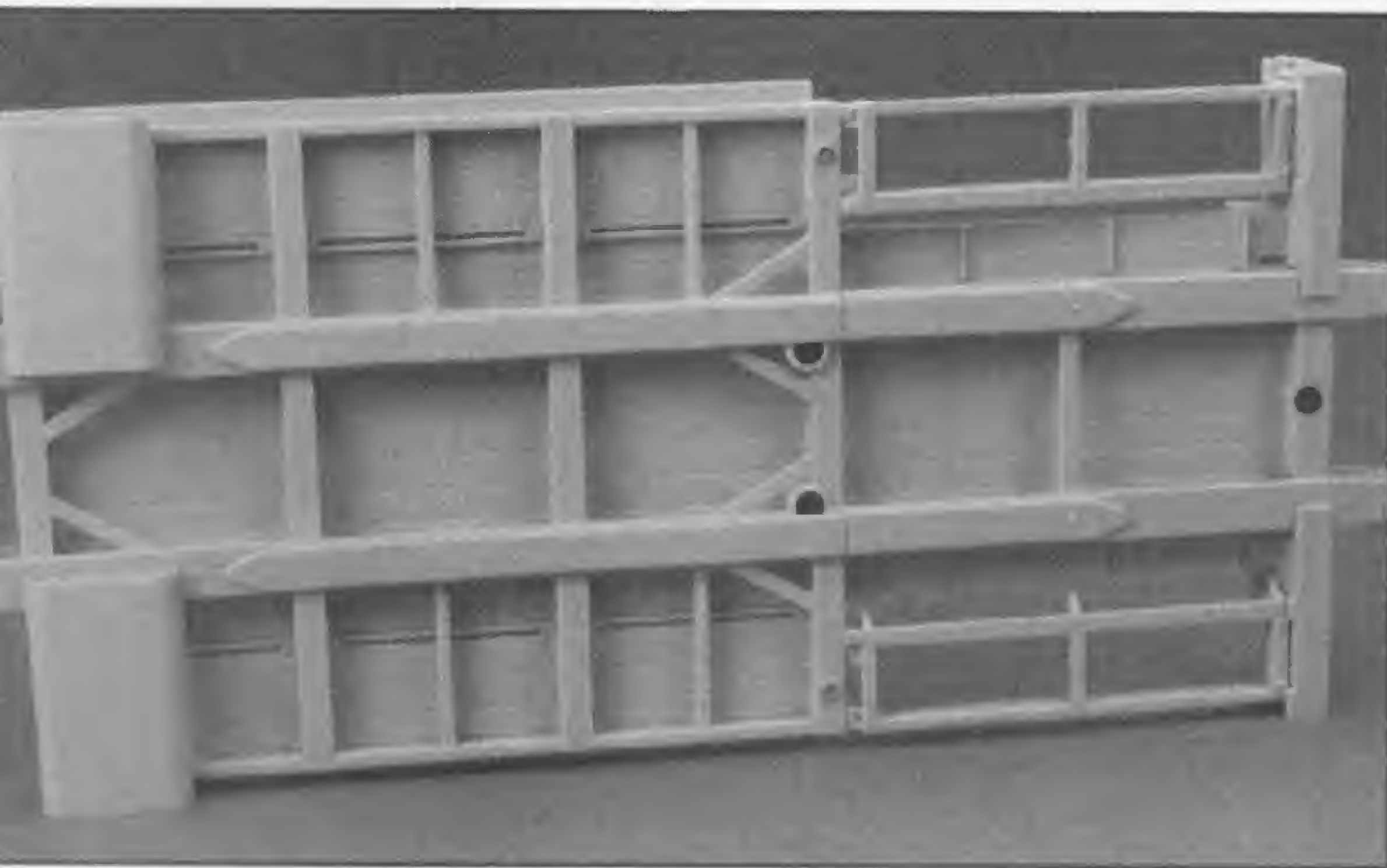
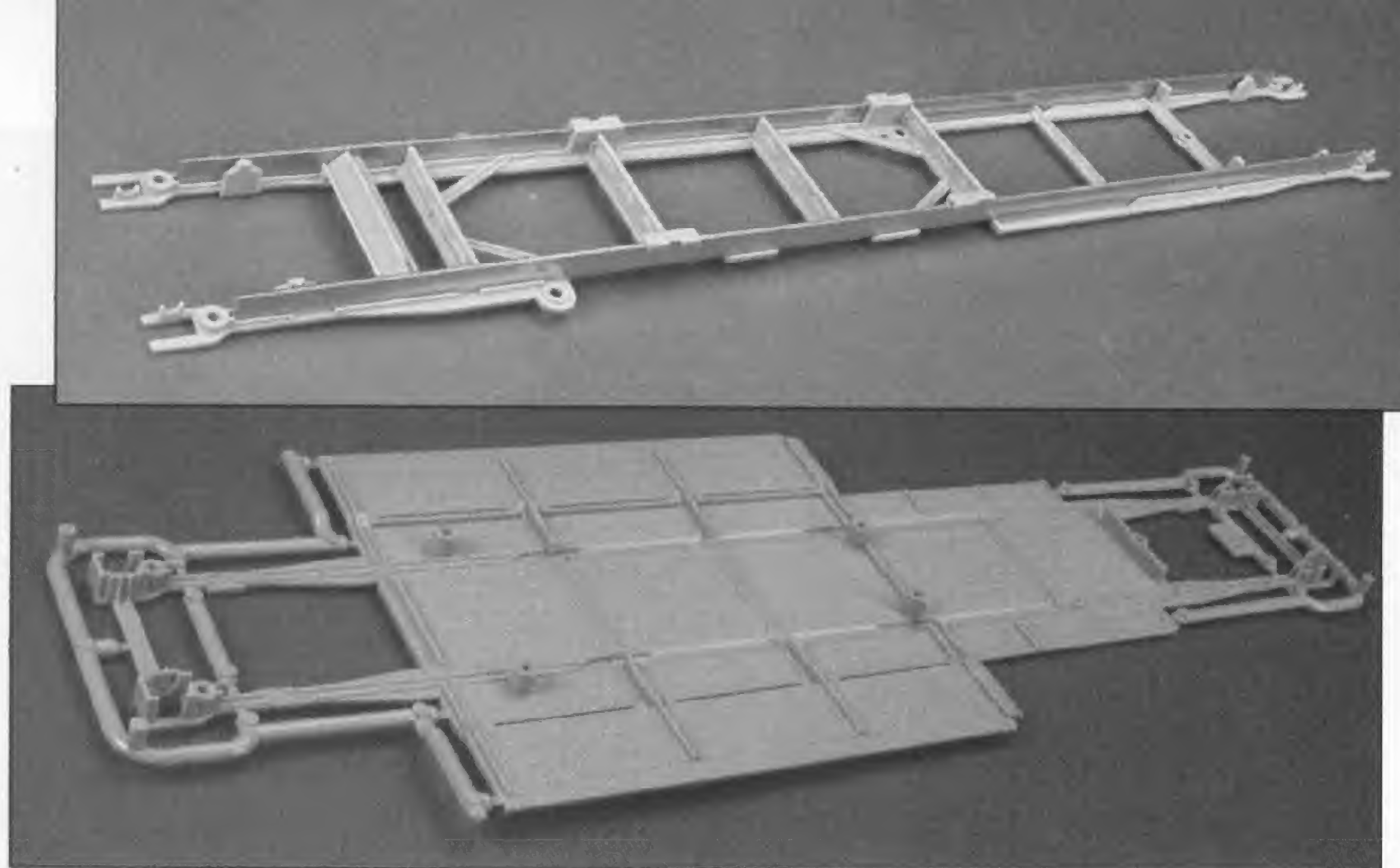
The completed cockpit for the rear bogie. Like a modern fire engine, the Sd.Ah. 116 trailer was so long that it required a separate driver in the rear. Note the finely detailed seat frame.



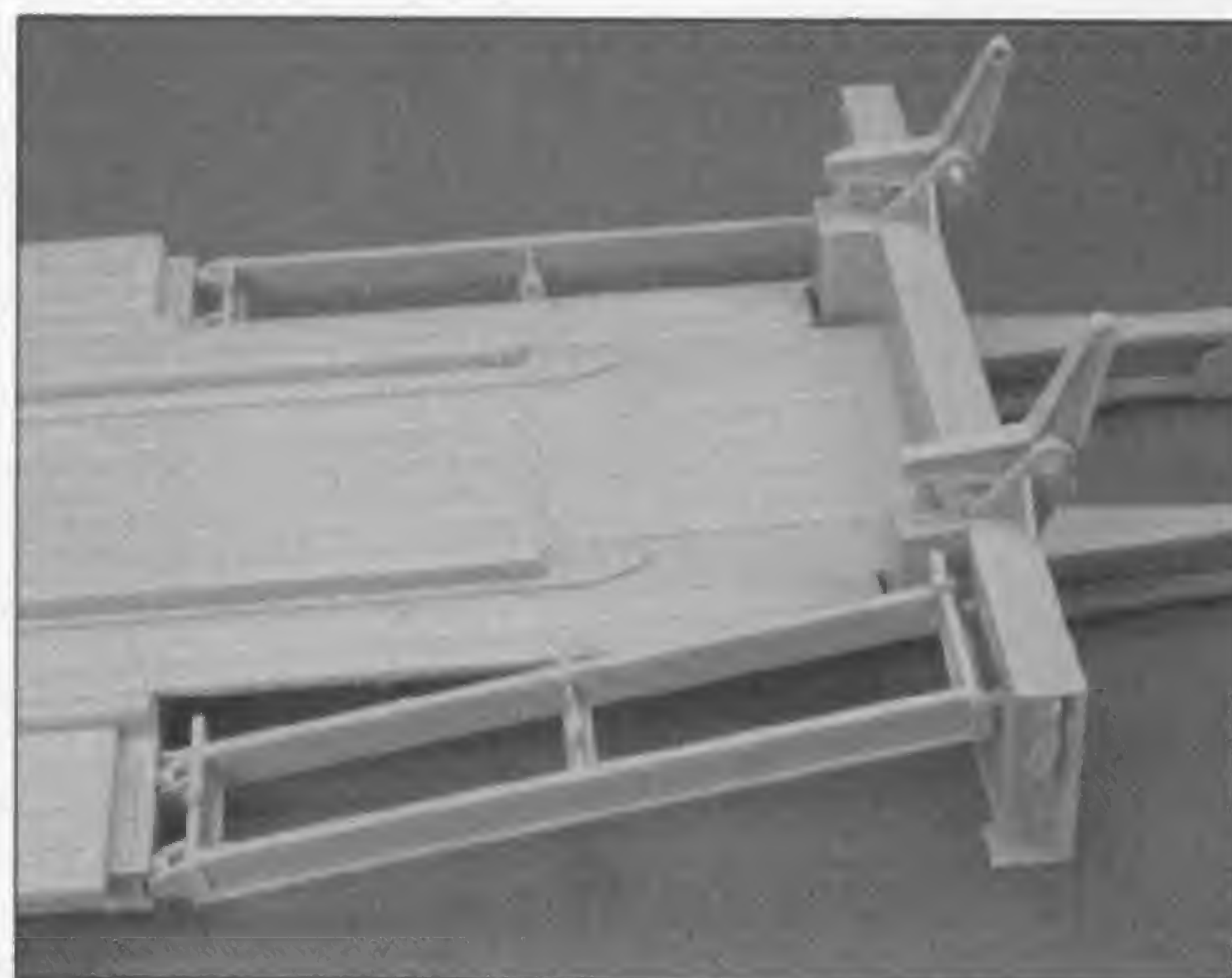
The finished rear bogie, the canvas top was left loose for painting. Oddly, the straps seen on the air tanks are to be cut from supplied sheet.



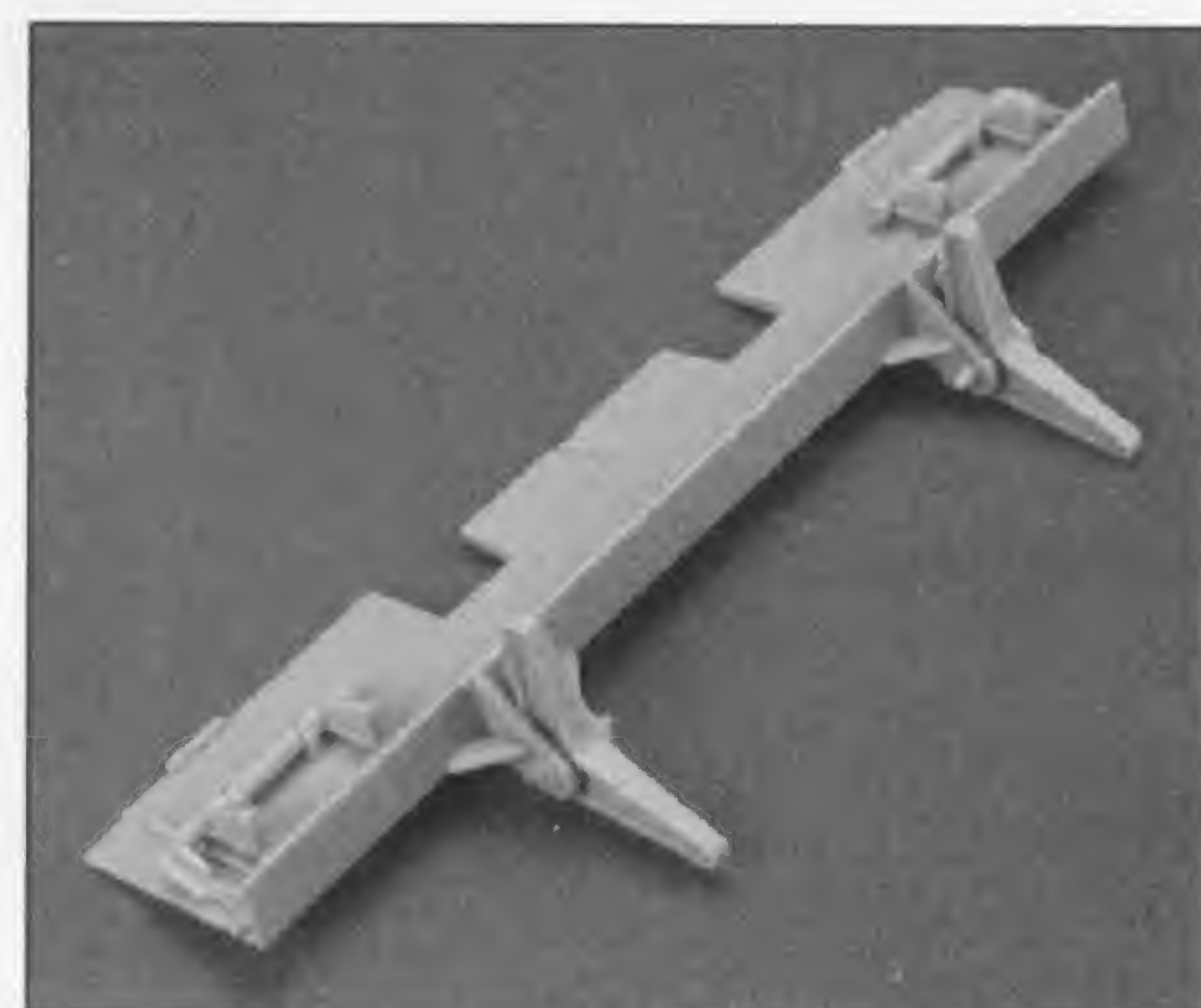
Above left and right: now you see it, now you don't. The cleverly designed step below the rear driver's door. Right: the main elements of the trailer are molded in two parts. Metal bars are attached to the bottom halves for strength. The top platform is shown here as it comes out of the box, with the small amounts of sprue still attached. Note the various holes for the screws.



The bottom of the finished trailer bed. The screw heads are obvious here, as is the amount of detail. Again, this is tragically invisible when the model is done. The platforms for the trailer ramps have not been installed.



A closer look at those forward platforms. These allowed a longer vehicle to be run up on the trailer's front edge. The ramps work, of course, and the small lever that releases them is at the



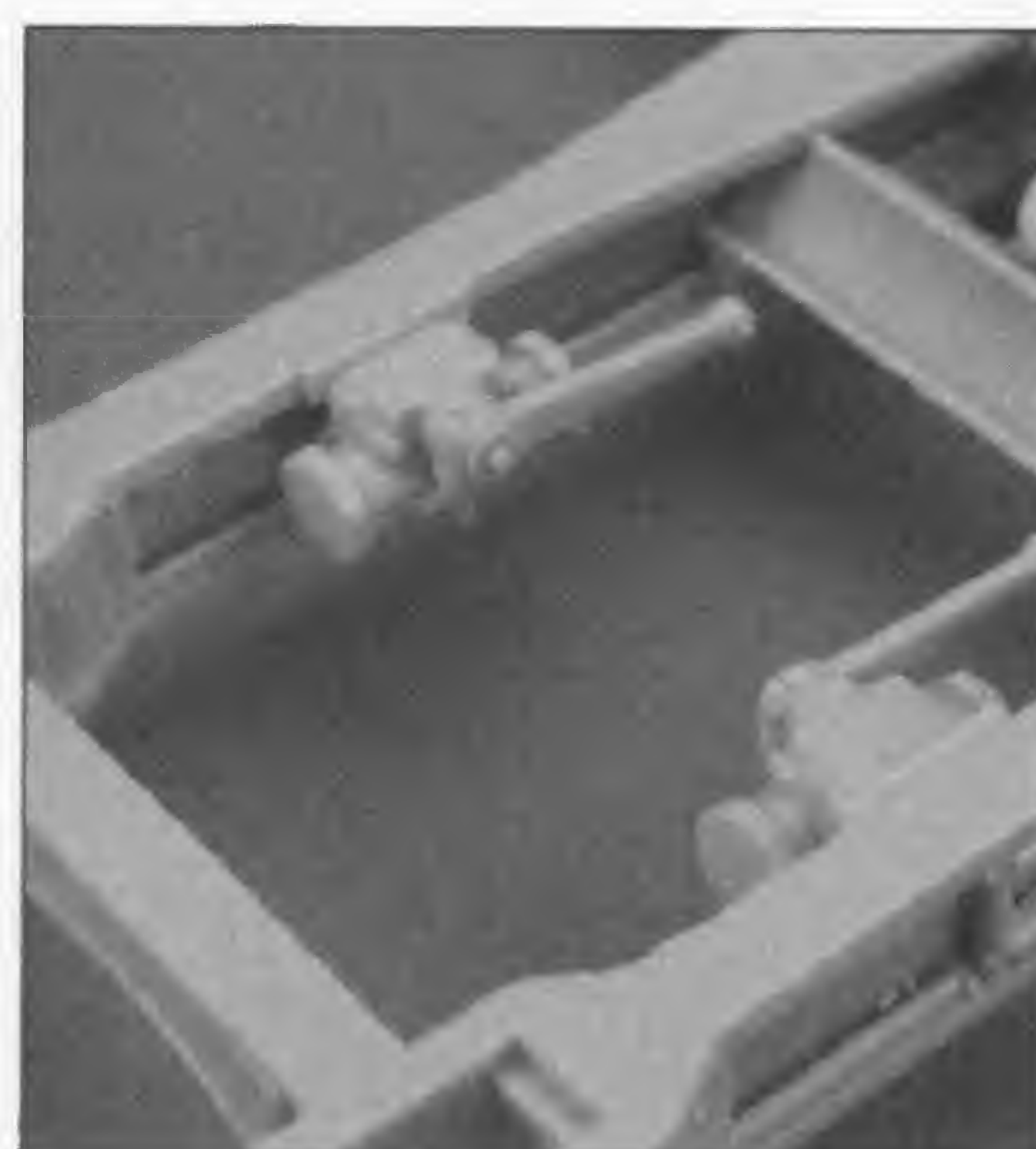
right. As in the previous shot, the wooden tops for the ramps are not installed here. The shot on the right shows the operating mechanism from behind.



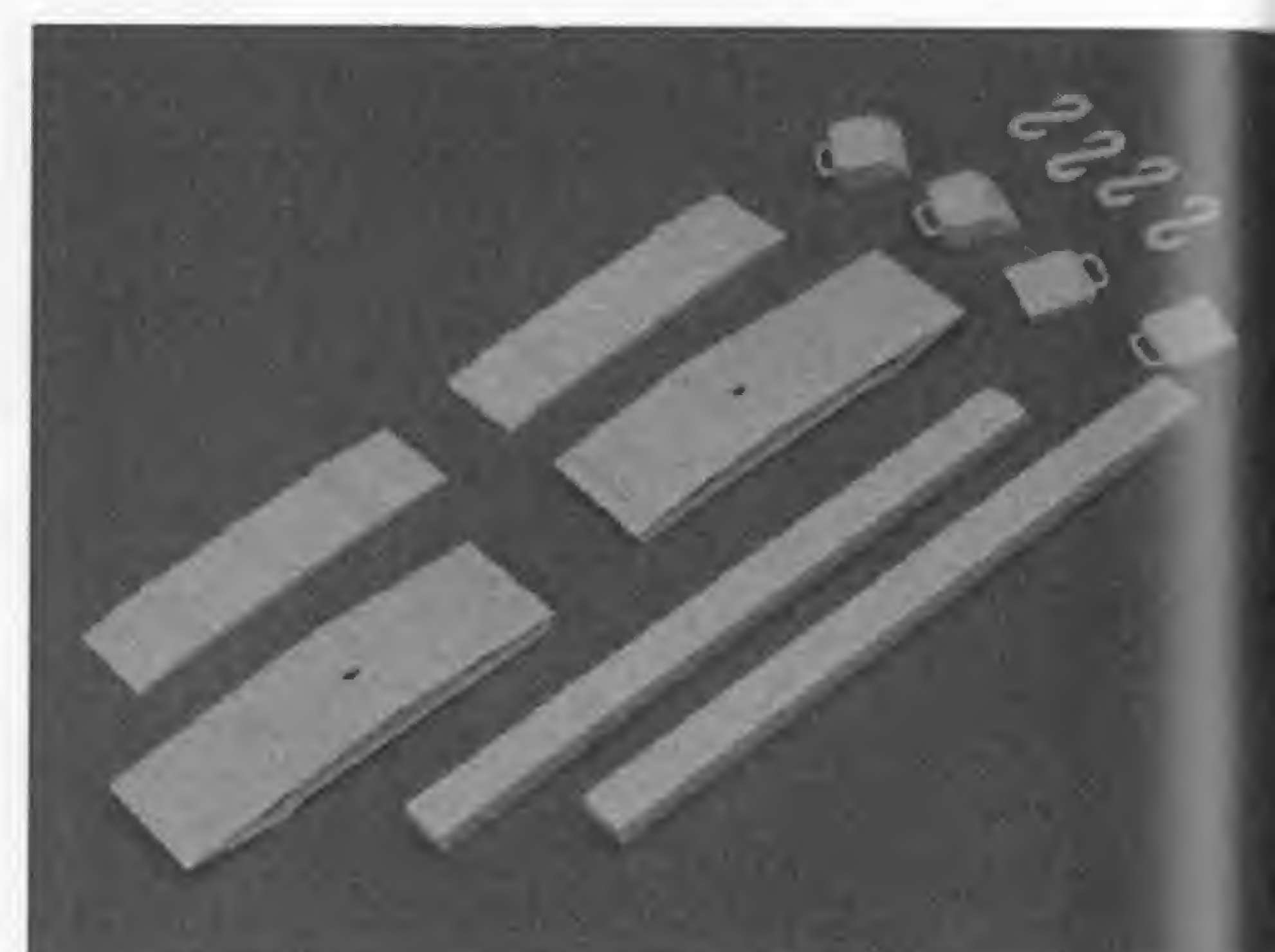
The main connection points for the carried vehicle. These bars pivot and are sprung underneath.



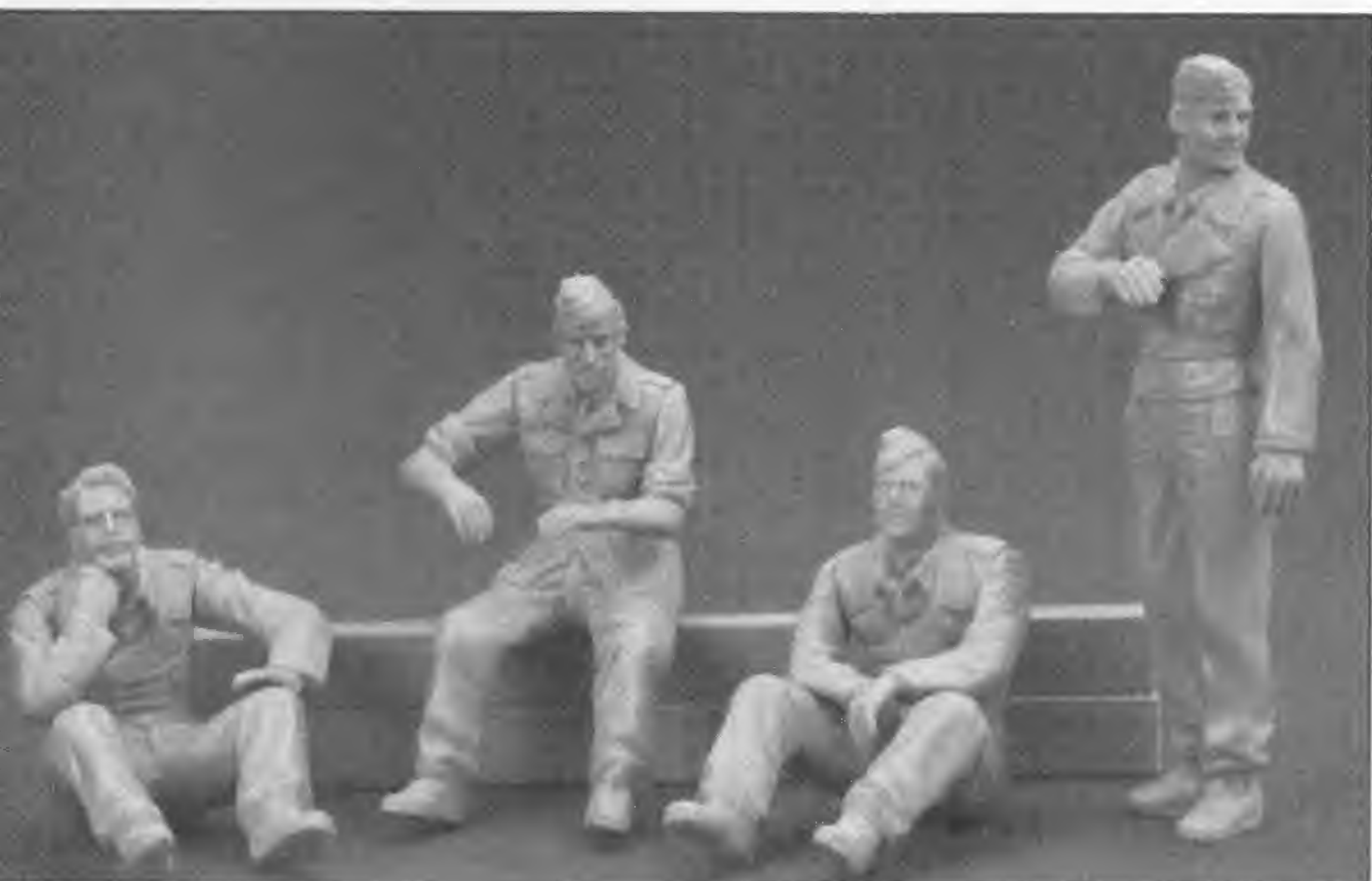
The rear tie-down point and the exquisite shackles and turnbuckles supplied in the kit. Tamiya truly outdid themselves on this model.



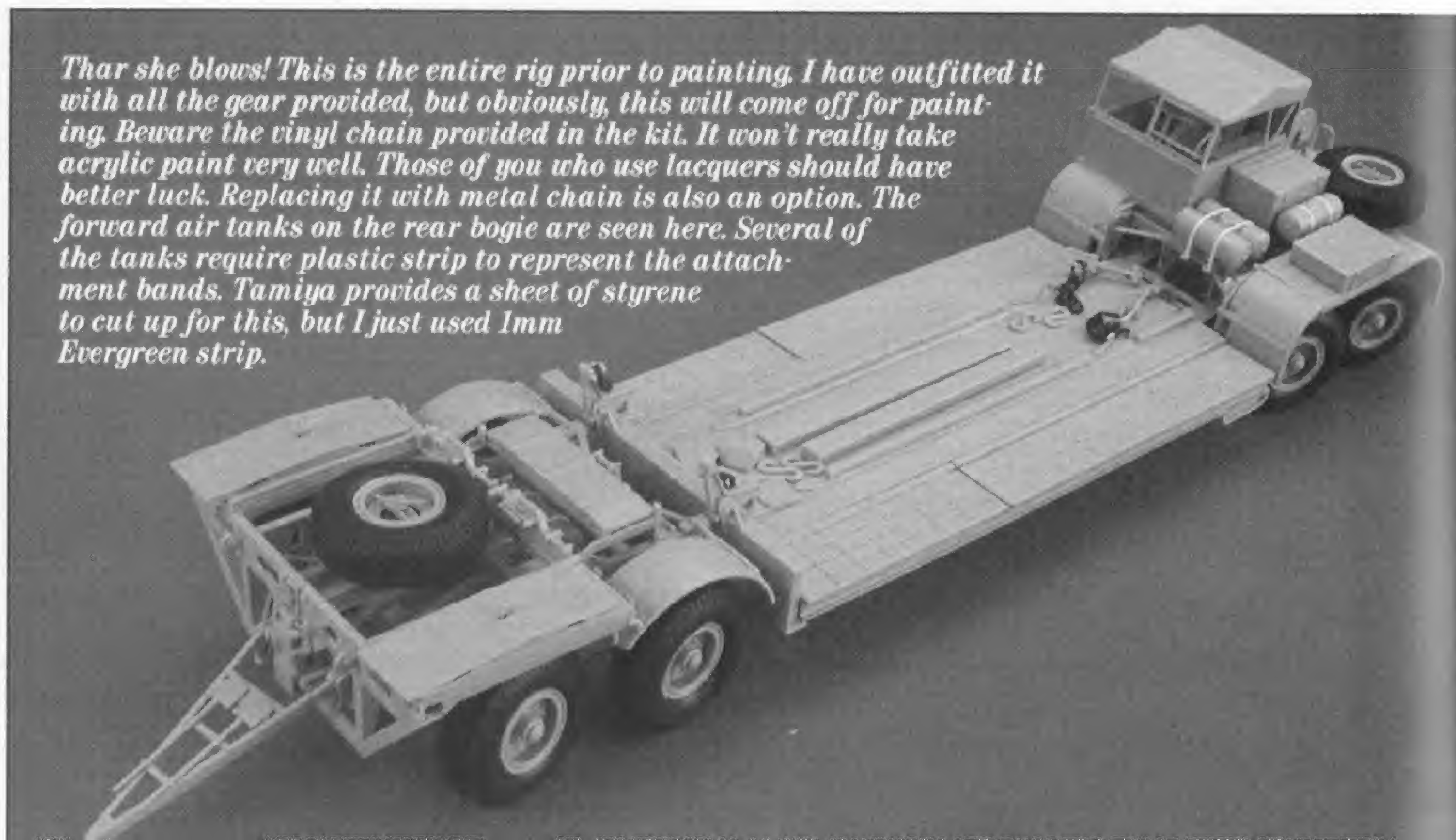
Another hidden area. This is just forward of the rear edge of the trailer bed. One of the attachment points can be seen here.



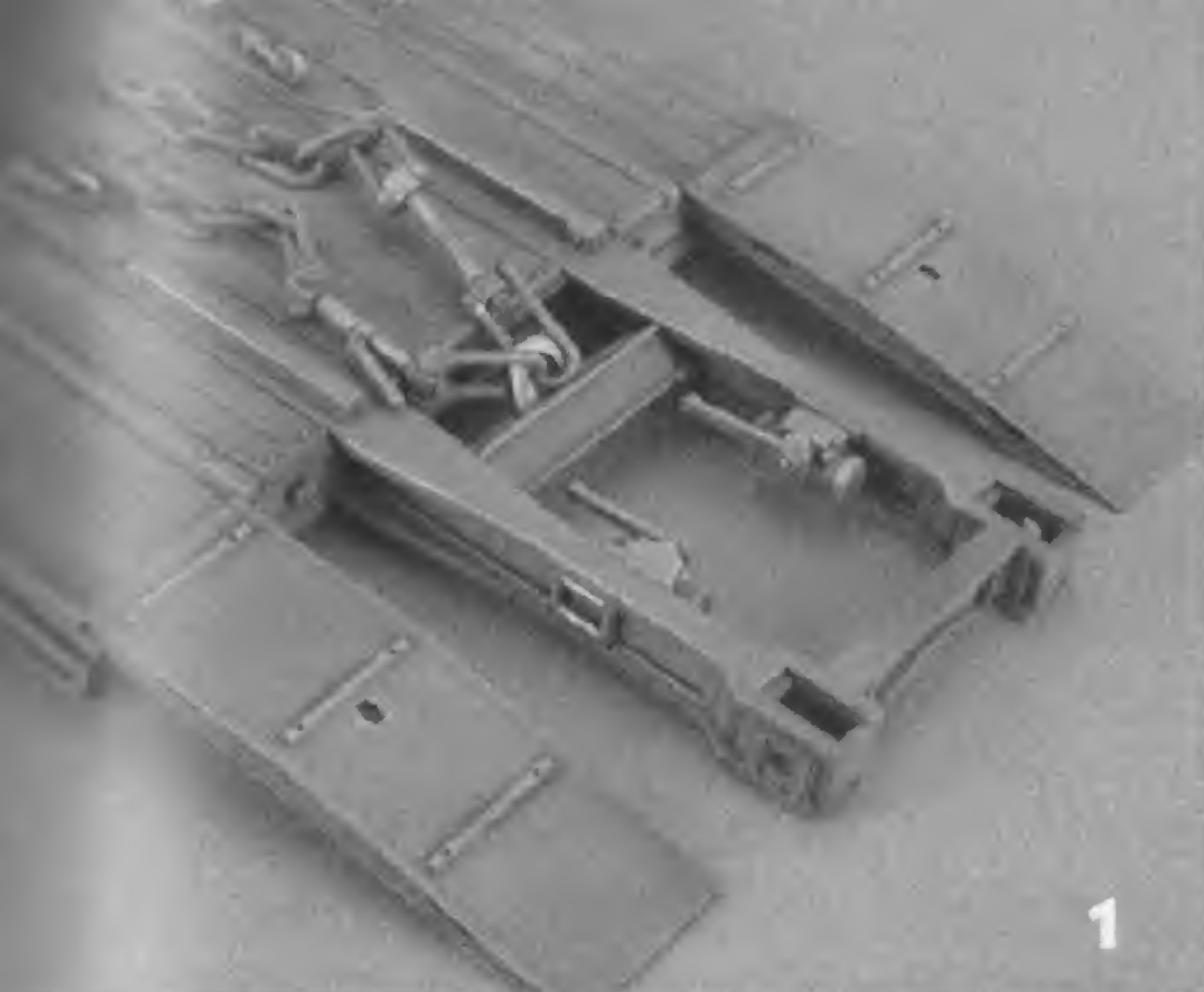
A variety of extra gear for the trailer bed is provided. Here are the various ramps, beams, blocks and S-hooks. Much of it is useful for attaching a model to the trailer.



In addition to the complete original FAMO crew, these extra dudes are provided. One of them (second from the left) is the rear driver, while the rest represent the hapless crew of the carried vehicle. Nice touch.



Thar she blows! This is the entire rig prior to painting. I have outfitted it with all the gear provided, but obviously, this will come off for painting. Beware the vinyl chain provided in the kit. It won't really take acrylic paint very well. Those of you who use lacquers should have better luck. Replacing it with metal chain is also an option. The forward air tanks on the rear bogie are seen here. Several of the tanks require plastic strip to represent the attachment bands. Tamiya provides a sheet of styrene to cut up for this, but I just used Imm Evergreen strip.



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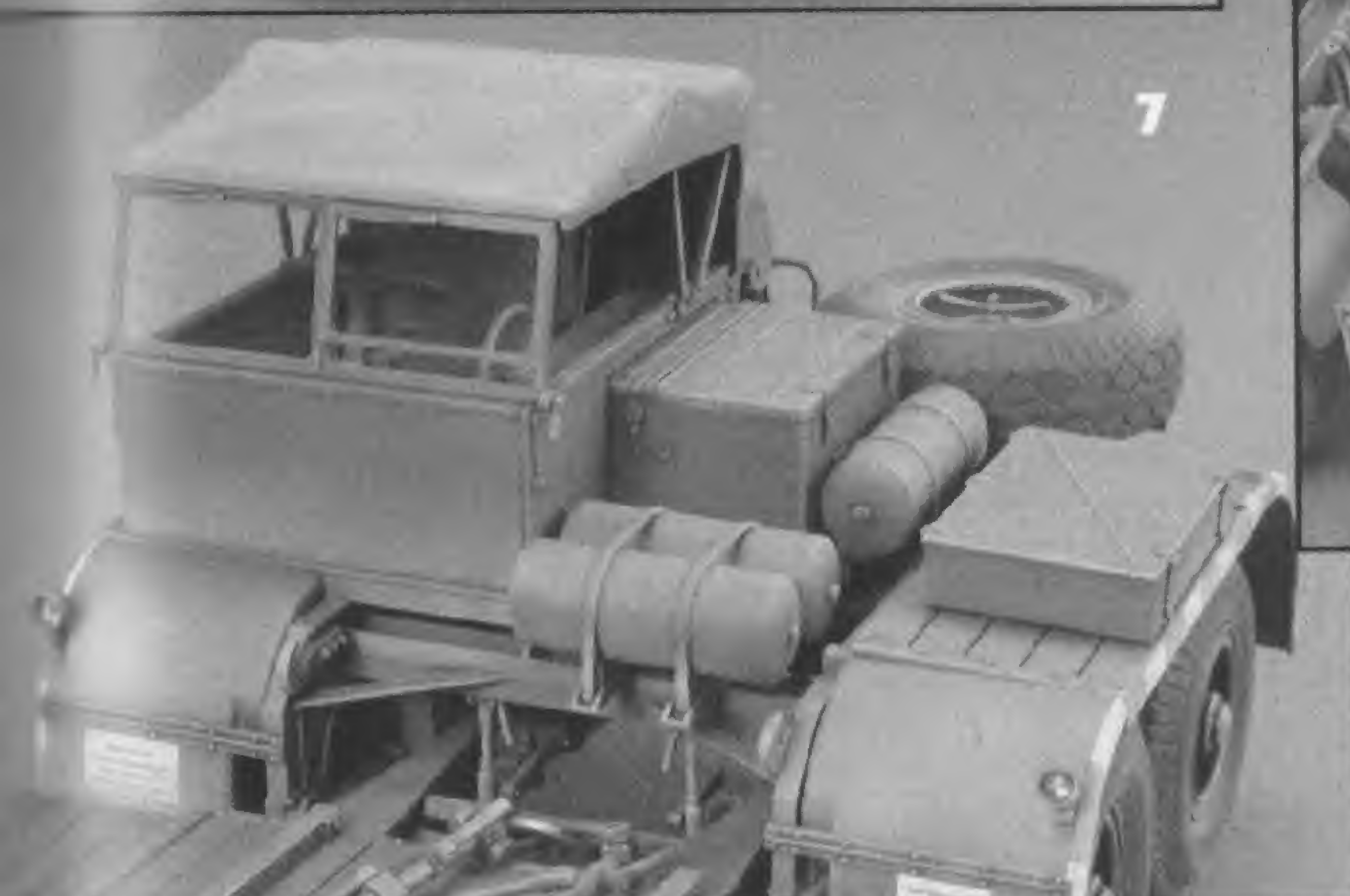
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1. This is how the large steel ramps work. Once the trailer was painted, it was not easy to take apart again. 2. This is where the ramps install when not in use. The side warning strips were a real hump to apply. I used Tamiya clear coat to gloss the area and over 20 coats of diluted and several coats of straight Solvaset to get them to lay down. The compound curves of the rear fenders were especially difficult. 3. The cockpit for the rear driver. One of the many nifty placards can be seen to the left of the steering wheel. 4. That sexy rear end. Tons of placards get installed here and this really sets off the kit. 5. The upper deck of the rear bogie showing the air tanks, the large tool

box and the spare tire. 6. The front bogie with the steel ramps installed. 7. The front end of the rear bogie. The entire trailer was painted Tamiya German Gray, XF-63 and weathered with oversprays of Buff, XF-57 and Earth, XF-52. Drybrushing was done with Vallejo acrylics. 8. That cool-looking trailer bed with all the gear in place. It seemed a shame to stick a tank on it. 9. Mated with the tractor, it makes into one big-ass model. 10. The trailer viewed in profile. Awesome!

MMiR RECCE

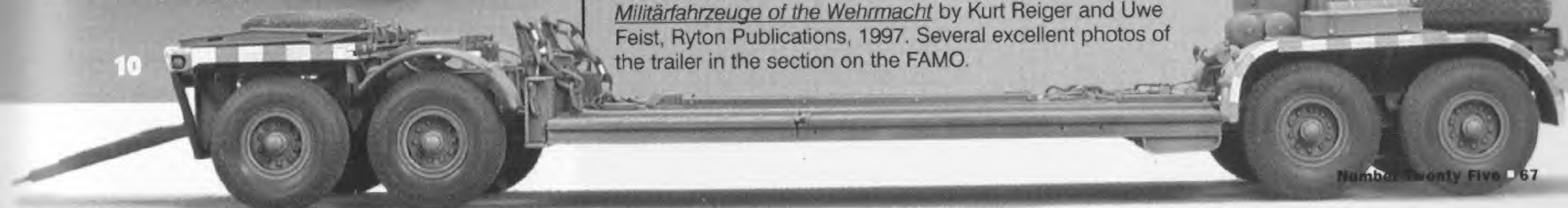
Tamiya Schwerer Zugkraftwagen 18t "FAMO" und Tiefladeanhänger für Pz.Kpw. Sd.Ah.116. Kit number 35246. Kit graciously provided by the manufacturer. Suggested retail price \$150.00

References

Sturmgeschütz & Its Variants by Walter J. Spielberger, Schiffer Publishing Ltd., 1993. ISBN: 0-88740-398-0. Believe it or not, this is where you'll find information on the Sd.Ah.116 trailer. Photos, stats and other info. Little nuggets of information like this are spread throughout the series.

Militärfahrzeuge of the Wehrmacht by Kurt Reiger and Uwe Feist, Ryton Publications, 1997. Several excellent photos of the trailer in the section on the FAMO.

10



Mini-Men

A Peek At What's New On The Figure Front



1



2



1



3



4



4

Custom Dioramics

In addition to the mountain of new dio stuff we showed you up front, a parade of new figures is heading your way from Custom Dioramics.

4002, Refugee Set #2 (1), is a fleeing family of five, sporting a variety of possessions. A heavy woman carries a small dog and a suitcase; a heavy man hefts a large clock and a suitcase; Junior totes a basket of spuds; Sissy carries a satchel and a bust of Beethoven (or is that Mozart?); and Dad has the family phonograph. The

sculpting on these is first rate, and you can combine them with Refugee Set #1 and the wagon for quite a scene.

4003, Woman of War #1 (2), introduces a varied trio of female types to spread around your projects. There's a no-nonsense nurse with clipboard, sitting WAC with chair (she can change nationalities with very little effort), and a nun carrying a Bible. Remember in our last Model Citizen how we bemoaned the lack of scale nuns? Well, here ya go.

4004, WWII US Tank Crew #1 (3), are three GIs stocking up on firepower. A kneeling and standing figure both wear steel pots, gaiters, and tanker jackets, while the guy receiving the goods wears overalls and a tanker helmet. Think M10, think Sherman, and think Hellcat. Load up.

4005, Welders with Equipment (4), brings a pair of welders with face shields—a first, we believe. You get two identical torsos and arms, with standing and kneeling legs, plus two complete superduper welding rigs. Solder is included for the hoses.

4006, Bicycle Girls (5), is a happnin' pair of free wheelin' gals to go with the Tamiya bicycle. Now, if you don't have 20 or 30 of those

Tamiya bicycles stashed away, shame on you. One is riding, the other is walking. Picture them sashaying past an armored column, or joining in the aforementioned refugee parade. This is probably a first—an alternate crew for the smallest vehicle on the market. You'll love 'em.

Dragon

We've said it before and we'll say it again—it's doubtful anyone will ever match Dragon's record for high quality injection figures at a nominal price. These four latest sets also indicate to us a new trend; is it our imagination, or are these guys beefier?

6143, 3rd Fallschirmjäger Division (Ardennes 1944), Part 2 (6), is the companion set to **6113**, seen in Issue 22. This time around, the four fallschirmdudes are standing, having a smoke. So you probably wouldn't want to put them on a moving tank. Anyway, they're terrific. All four wear jump smocks and three carry the Gewehr 43, while the fourth has an MP44. And as we've come to expect from Dragon, there's a whole slew of extra goodies in there.

6144, Commanders Conference (Kharkov 1943) (7), is a four-man set of officer types putting their heads together on the Eastern Front. Okay, here's the quiz; can you name them all? All are wearing different uniforms; one in officer's breeches and sheepskin jacket, one in coveralls, one in reversible winter suit, and one in the 'Kharkov parka'. There's no spare parts in this set, but the large binoculars alone make it a bargain.

6145, Fallschirmjäger Battalion 500 (Drvar 1944) (8), has four paratroopers in jump smocks, in the thick of the action. These guys are noticeably heavier, putting them more in sync with their resin brethren. And check out that MG team—a gotta-have-'em pair if there ever was one. Once again, enough extra weapons to fill your parts box.

6146, Sturmpioneer (Eastern Front 1942) (9), features four SS specialists creeping up on some unsuspecting foe. One man preps a grenade, a second carries a demo charge, the third brandishes wire cutters, and the fourth has a flame-thrower. A FLAMETHROWER! Wake the kids and call the neighbors!

Gunze Sangyo

New figures from Gunze Sangyo are like a mid-night grill order at McDonald's; you might have to wait a while, but the wait is always worth it. Here are three new sets, all sculpted by Yoshitaka Hirano, of C.D. Yoshi fame. And their method of





pouring resin has to be seen to be believed.

G2201, Assault Gun Crew

Set (10), is two full and one partial SS types to perch on your AFV. These guys are shown on a StuG. The partial commander wears the reversible winter camo suit and comes with an optional



head, both in caps. One sitting figure wears the late pattern smock and cradles an MP40, while the other wears winter trousers over a buttoned-over panzer tunic.

G2202, German Infantry Set (11), is three sitting SS infantrymen who can be parked on an AFV or cooling their heels roadside. Two wear the late war pea pattern field uniform and carry rifles and the third is in camo smock. A loose MG42 is also included.

G2203, Panzergrenadier Normandy 1944 (12), is three full SS figures designed to go in and around Dragon's Sd.Kfz. 250, but we're sure they'll go a lot of other places, as well. The bare-headed man—look at that face!—wears a camo smock and is fully geared. The pointing guy in charge wears a Schirmmütze and Italian camo field uniform. Guy #3 is posed to have his hand resting on the MG shield, and wears a late pattern camo smock. Gotta love 'em.



Model Victoria

Another new resin manufacturer has popped up, and this time they call Italy home. And we're here to tell you; their casting is out of this world. Check 'em out.

4031, Italian Tank Crewman (13), features a very well sculpted tanker in shorts, shirt, and cap. He'll look just right in your next Southern Front dio. You're gonna see this guy very soon in an upcoming feature.

4032, Italian Tank Crew at Rest (14), delivers another superbly done pair, this time wearing blue coveralls. There are a lot of casual figures on the market, but these guys look, well, casual. Goggles on one, cap on the other—we like 'em.

Ampersand
Rocks!!

Warriors

The leaders in resin figure production continue their prolific output of handy dudes to know and love. Let's see what they've been up to.

35354, US Soldier Painting (15), is an interesting figure of a GI in fatigues, holding a small pail and painting. Picture him marking a tank or a road sign.

35361, American Tanker Officer (16), is a GI in steel pot and fatigues with gaiters. He has a .45 and binos strapped to his belt, and is enjoying a smoke.

35366, American Soldier 1942-45 (17), is another casual dude dressed like the officer, but with .45, first aid pouch, and ammo pouch on his pistol belt. If you like all three of these GIs, you can get them in one box as 35338, US M12 SP Gun Crew.

35353, Panzer IV or Panther Tank Crew (18), is another handy trio of German tankers to pop in your AFV hatches. All three wear the Einheitsfeldmütze, with two in SS panzer jackets and the third wearing the camouflage combination coverall. Well done.

35356, German Tankers Loading Ammo (19), brings us two Wehrmacht tankers, one kneeling and one standing, preparing to pass the ammunition. The lower man wears the panzer jacket, while his companion wears the reed green assault gun version with large outer pocket. Ammo included.

35357, German Head Set #38 (20), provides six German heads in various headgear. What's interesting about these is that all of them have extended or turned necks, which gives you a few more options in your figure conversions.

35358, SS Tankers (21), includes two standing SS fellows, one leaning in a panzer jacket and trousers of your choice, and one stepping out with tools over one shoulder and toolbox in the other hand. The second man wears the

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panzer crew variant with large pockets on the breast and thigh. Cool tools.

35362, SS Pair 1943-45 (22), has a couple of late war hard chargin' SS types venturing into the fray. Both wear camo smocks. The officer type wears a Schirmmütze and brandishes a Luger and a Knight's Cross, while his helmeted compatriot has a rifle and a full combat load. Dig it.

35363, German Head Set #39 (23), is six of Warriors' latest German heads, all wearing steel helmets, without camo covers. You can never have too many of these.

35364, SS Tankers (Normandy) (24), are the latest wounded buddy pair. There's a definite 'dying ords' theme going on here as one man crouches over his comrade. Both are bareheaded and attired in SS tanker garb, and the base includes an integral MP40, jacket, and ammo belt. A separate post is also included.

35365, SS Pair (Late War) (25), features two infantry types getting ready for some action. The man in the Schirmmütze holds a mine and wears reversible padded winter trousers and sheepskin jacket, while the other is attired in greatcoat and Zeltbahn poncho, hefting an ammo box and MG42. Just the thing for your next winter scene.

The manufacturers submit all figures reviewed in the Mini-Men section.



23

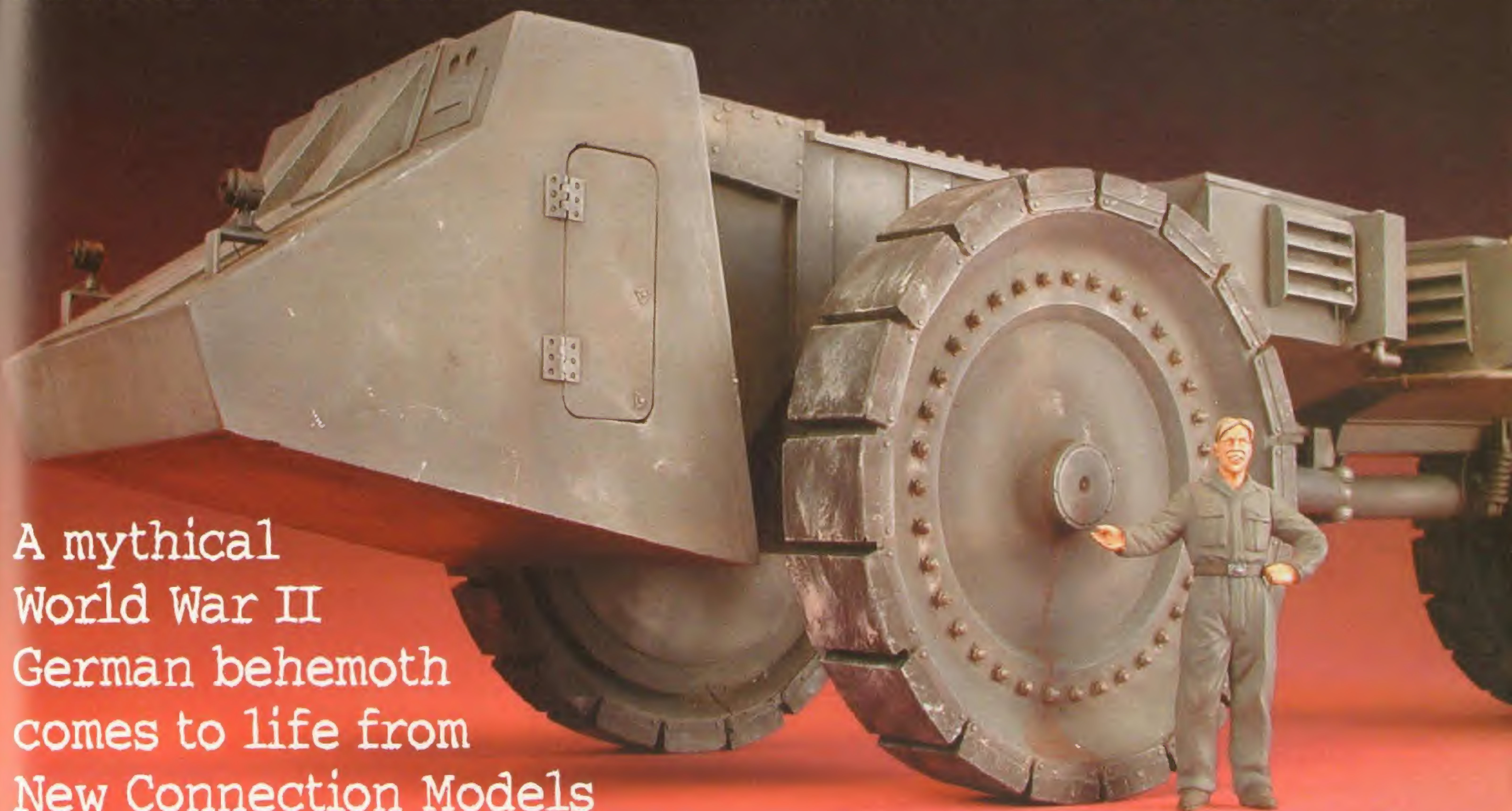


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MEIN MINENRAUMFAHRZEUG



A mythical
World War II
German behemoth
comes to life from
New Connection Models

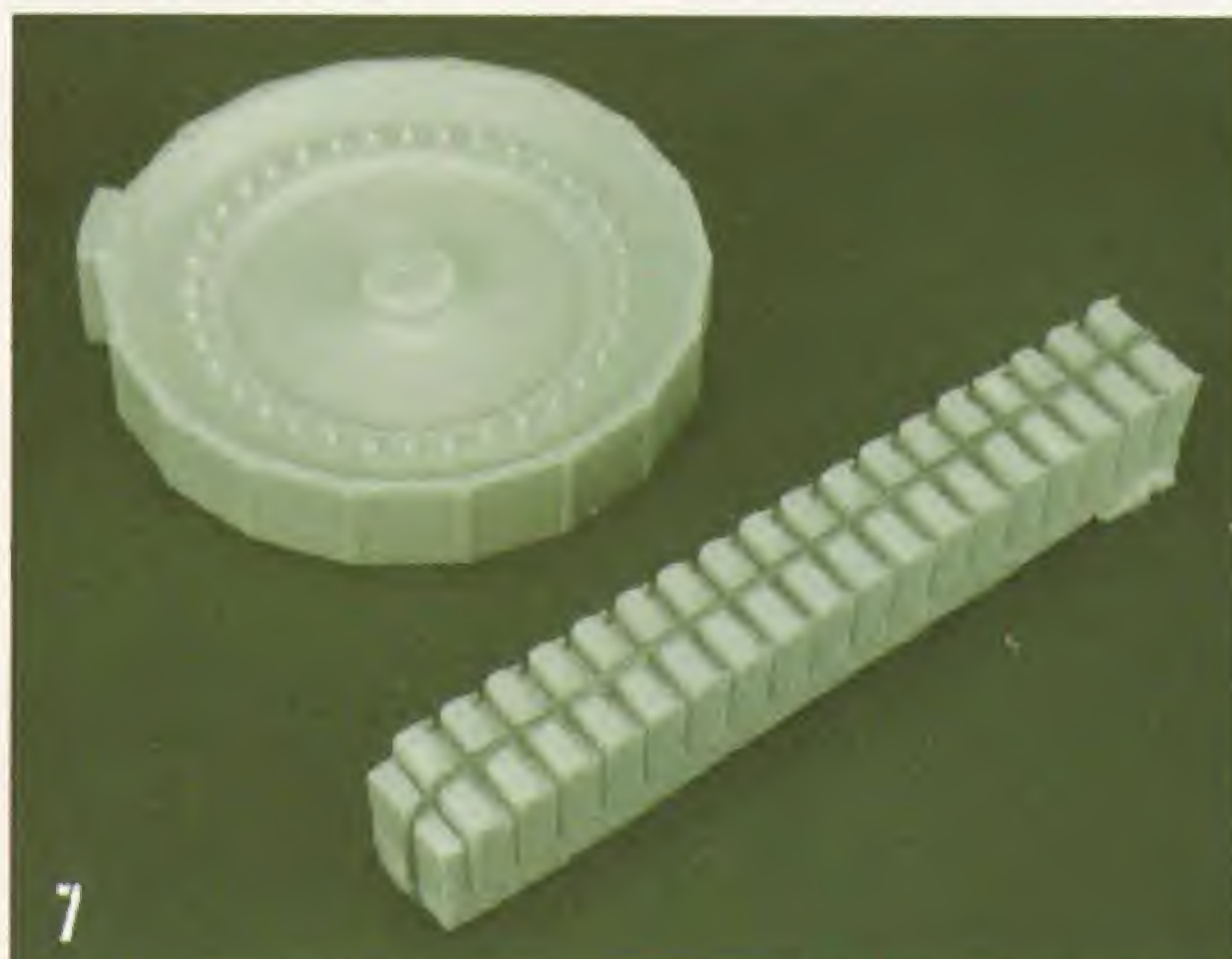
Okay, this is going to be a quickie, because the available data on this vehicle is extremely limited. In late 1945, an American inspection team for the examination of captured enemy material strolled onto the artillery proving ground at Hillersleben. Imagine their surprise...

In 1944, the friendly folks at Krupp produced a prototype mine destroyer vehicle weighing in at an unbelievable 130 tons. Also known as the Krupp Räumer-S, it sported four amazing steel wheels and would, presumably, be driven through minefields to blow things up. (How would you like that job?) Removable rubber shoes were fitted to each wheel for road use. The Minenraumfahrzeug was articulated in the middle and coupled with a hydraulic steering unit. It featured two nearly identical halves, each with its own driver compartment. Thus, it was capable of a 'push-me-pull-you' drive similar to the Sd.Kfz. 234 family. Each half was powered by a Maybach HL90 engine, which had previously been tested in Krupp's Heuschrecke 10, that funky tank which could remove its own turret. The armored cabs boasted armor protection that ranged from 25mm to 50mm in thickness, and each cab sported side doors and top hatches. The 'rear' axle was wider than the front so a swath four wheels wide could be cut through a minefield at one pass.

This monster remains one of the enigmas of German armor. It was reportedly sent to American Depot 604 in Paris for further evaluation, then chopped up. Only one photograph is commonly published, which shows U.S. Army Major G.B. Jarret standing next to the Räumer. Here's an interesting tidbit; several sources list the wheels as 2.7 meters in diameter. Well, for the non-metric guys, 2.7 meters is equal to 8.86 feet, putting the center of the hub at a shade over



1. This is one of the cab sections. Where's Darth? 2. The ultra heavy-duty shock absorbers for the axles.



3. The rear engine module and its roof. 4, 5. The completed engine module. This provides a good view of the armored muffler housing and the exhaust pipes. 6. The muffler peeking out the top of the housing. 7. New Connection supplies the "feet" for each wheel like this. Several are attached to a strip of resin with a rubber band. The back ends are delicate and this helps protect them. One of the feet is cast on the wheel and this acts as a pour plug for the resin. 8. A finished wheel. 9. Perhaps the most complicated part of the model, the articulated mechanism that links the two halves of the Räumer. I left mine workable. 10. The cab? This is the rear section. Very Star Warsesque, don't you think? 11. A Jarret's eye view of the center connection. 12. These are, presumably, the engine access hatches. 13. This is the heavily reinforced area between the engine and the cab. 14. The center joint from above. 15. The two halves are identical, except for the width of the axles. This was to allow the vehicle to clear a wider path through the minefield. 16, 17. Yep, it's a big ol' bastard. The completed kit measures around 18 inches or so.

4'5". Check that photo—either Major Jarret was a fairly small man, or the wheels are larger than reported. It is believed that the vehicle was also intended to carry heavy bridging equipment; but like everything else in the German arsenal, if it worked it would have certainly evolved into other capacities. Imagine yourself in the hedgerows at Normandy and with a thunderous crash an alien vehicle the size of a building lumbers toward you bristling with turrets and machine guns...

SO HOW'D THEY DO IT?

Until New Connection produced this kit last year, I was unaware of the massive size of this beast. The popular photo featuring Major Jarret actually shows only the front third of the vehicle, so here it is in all its glory. But again, how to produce something from a partial photo? Well, it seems the New Connection guys happened across the actual blueprints for the Räumer. Unfortunately, the sheets detailing the compartment interiors were faded with age. But you can bet the rest of it is dead accurate.

BUILD THAT RÄUMER

New Connection provides two sheets of instructions featuring hand-drawn schematics. There are no part numbers, but the instructions are clear, concise and easy to follow. Very little filling was required anywhere on the kit and the fit was great. Clean up of the resin parts is fairly easy and most modelers will have no trouble at all assembling the model in two or three evenings.

Like their earlier LWS kit, some of the work is already done for you. Much of the larger overpours are missing and some of the others are cleverly hidden within a part cavity. One of the other items I like was the feet for the wheels. These come attached to strips of resin with a rubber band. This helps to protect them and it also keep them straight. The rear portion of the feet is quite thin and it could easily become cracked or broken.


The most intricate section is the articulated mechanism that joins the two halves; watch carefully and when you're done the Räumer will turn in the middle on moving pistons.

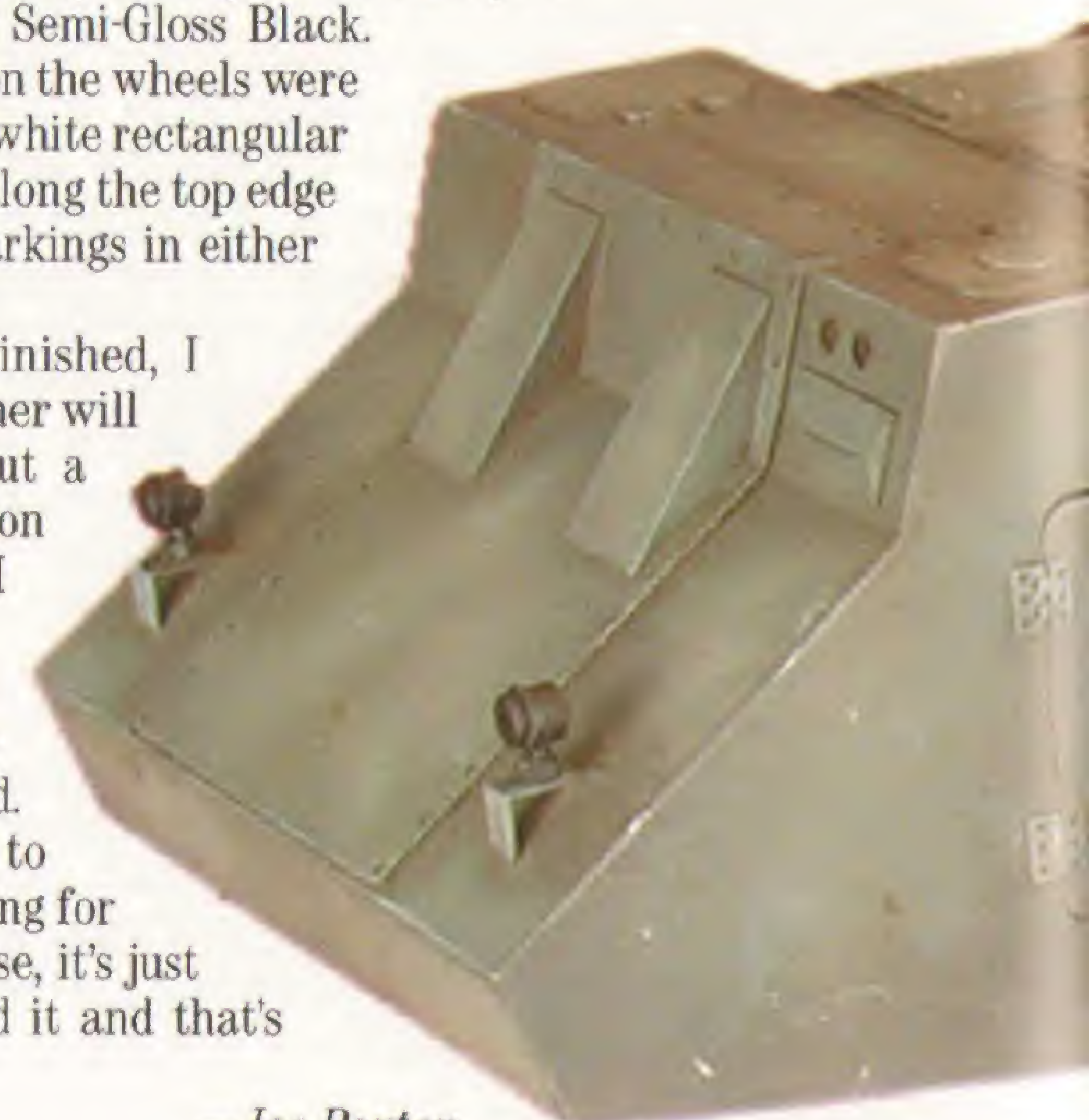
Technically, there's not much information available on the operation of the vehicle. It is evident that the two compartments over the articulated center house the engines. Each of these compartments features four vents, one air

intake and twin exhaust pipes which run to vertical mufflers in armored housings. These compartments also feature access hatches in the roof. So if your uncle or grandfather happened to work at Krupp in, let's say, 1944 and you happen to have a bunch of old photos and data sheets laying around, we'd love to hear from you. The phone lines are open and operators are standing by.

THE COLOR OF MY RÄUMER

This was a subject of lengthy discussion (okay, it was two minutes). Brown, green, or gray colors were all possible and the Räumer in the photograph is obviously monotone. I had the Räumer assembled in the two halves plus the four wheels and finally settled on gray. Painting commenced by spraying the sub-assemblies with Tamiya German Grey spray lacquer. All parts were then air-brushed with Tamiya acrylic German Grey and highlighted by lightening this color with Japanese Navy Grey. I spent about two hours applying washes and metal wear. I also noticed in 'the photo' that the Bosch headlights are much darker than the vehicle, having been just attached; so these were painted Tamiya Semi-Gloss Black. Oil streaks on the front and on the wheels were copied from the photo and a white rectangular chalk mark was also added along the top edge of the cab. There are no markings in either the photo or the kit.

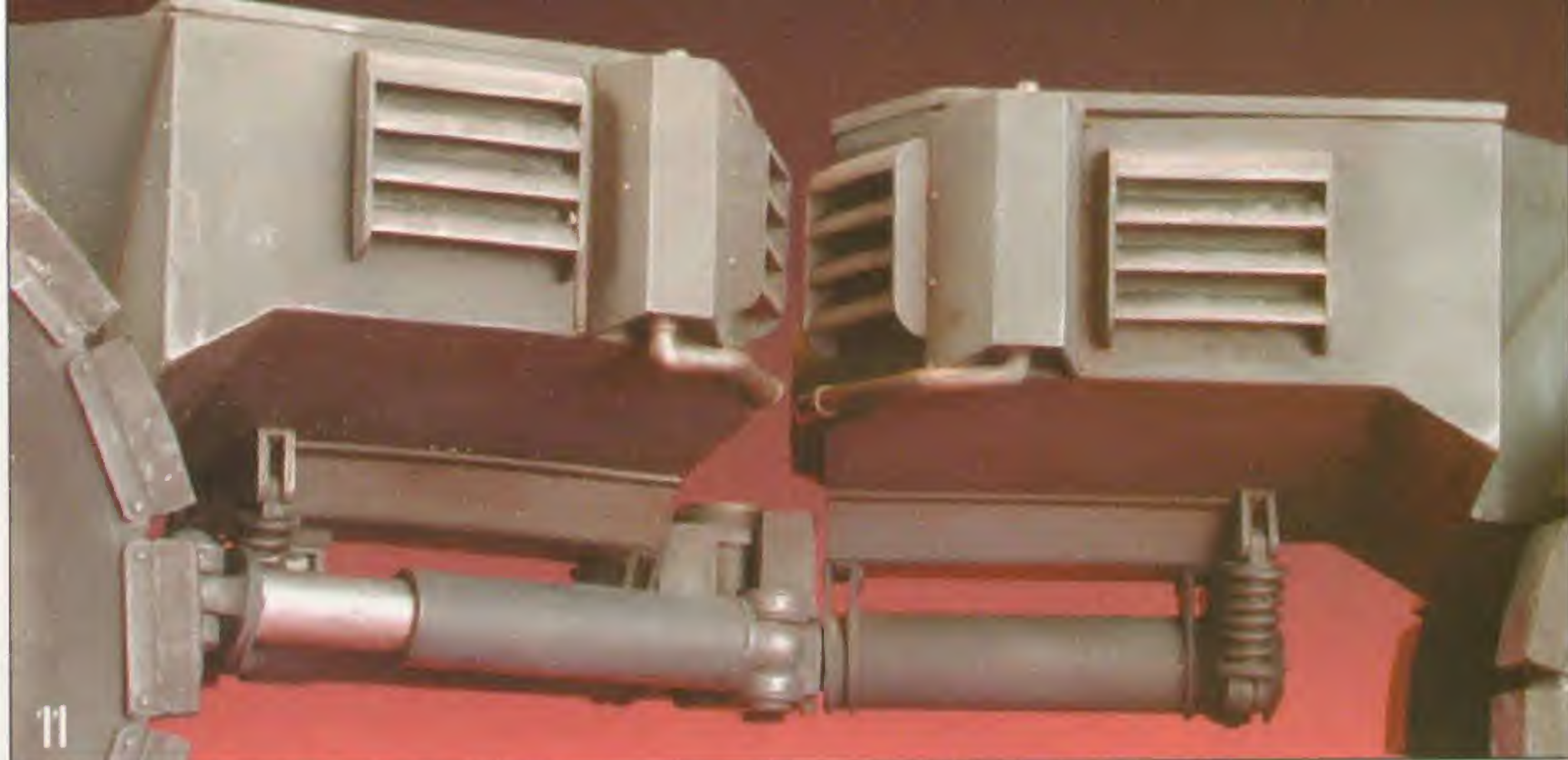
With all components finished, I realized that the model Räumer will not travel well and without a base the hydraulic connection will certainly bust. So I drilled into each half and inserted a brass tube as a dowel, which enables the Räumer to be disconnected. The only non-kit item added to this beast was headlight wiring for the four headlights; otherwise, it's just as New Connection intended it and that's darn near perfect. 



—Joe Porter



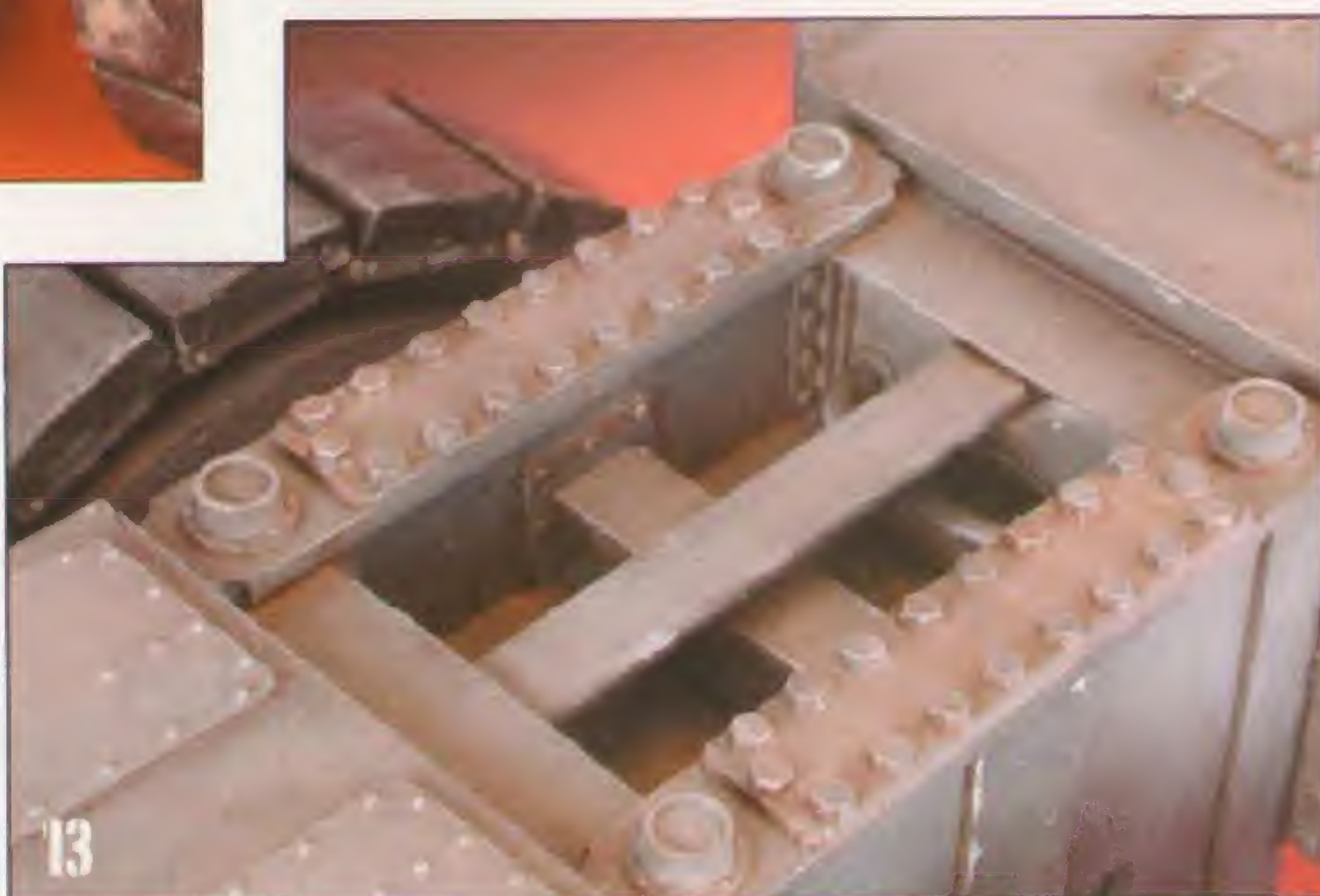
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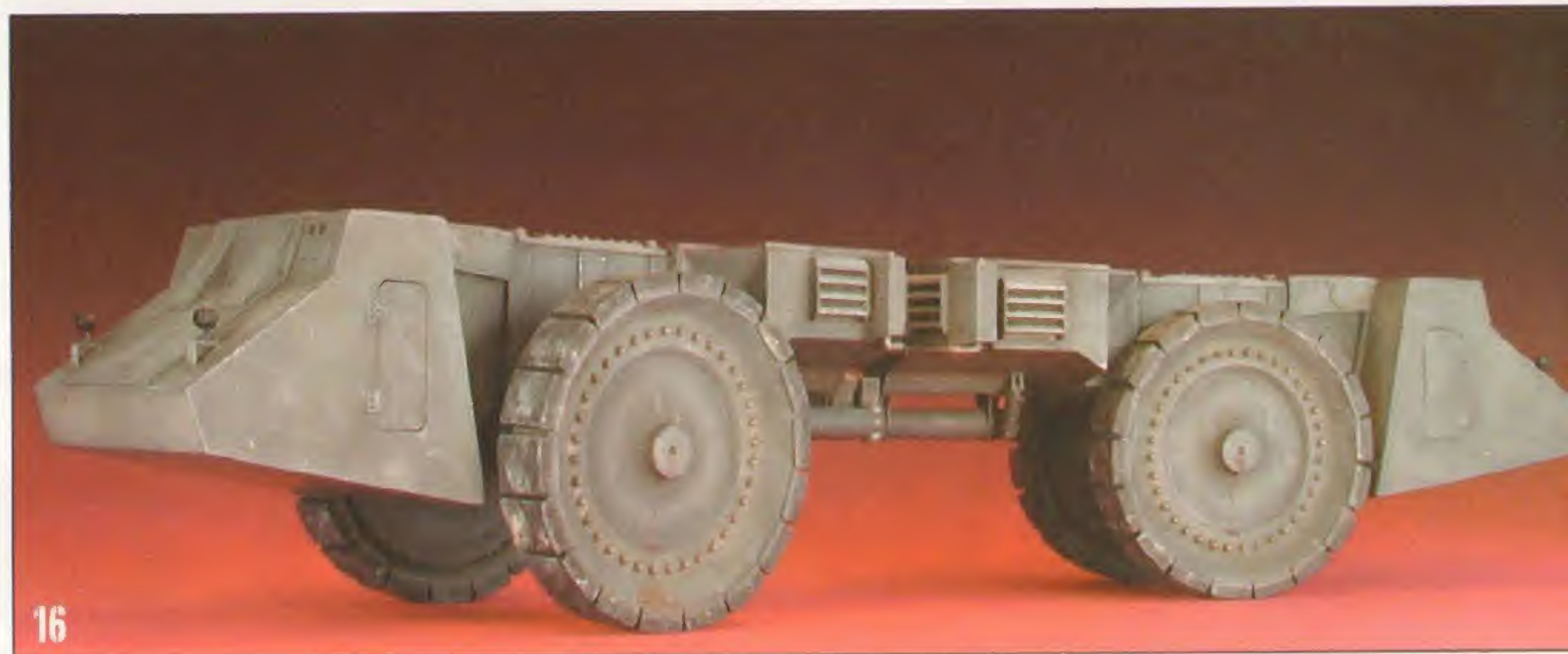
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MMiR RECCE

New Connection Krupp Räumer S. Kit number 35127. Suggested retail price 279.00 German marks or 142.65 Euros (around \$145.00). Kit graciously provided by the manufacturer.

References

Encyclopedia of German Tanks of World War Two. Arms and Armour Press, 1993. These guys didn't miss anything. The popular photo of the Minenraumfahrzeug appears on page 209. Or, you can zip on over to the New Connection website at www.new-connection.de/en/pome.htm and check it out.

Collectors interested in purchasing this model can contact jporter@cosmicbovine.com

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3

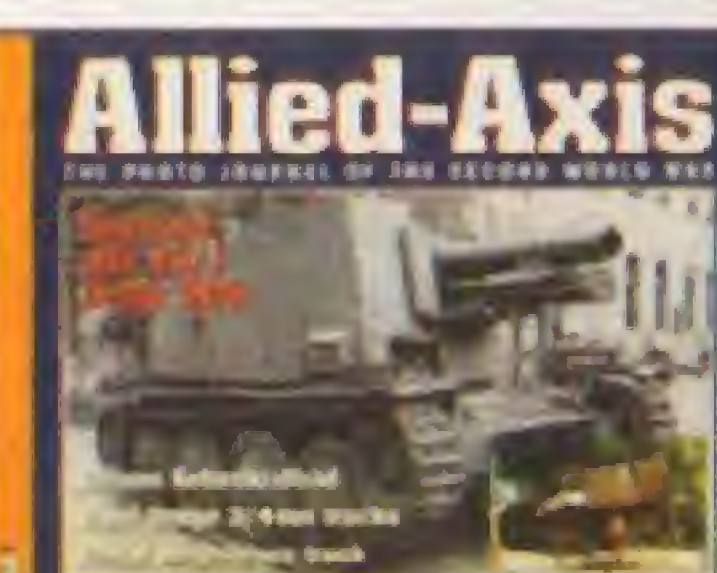
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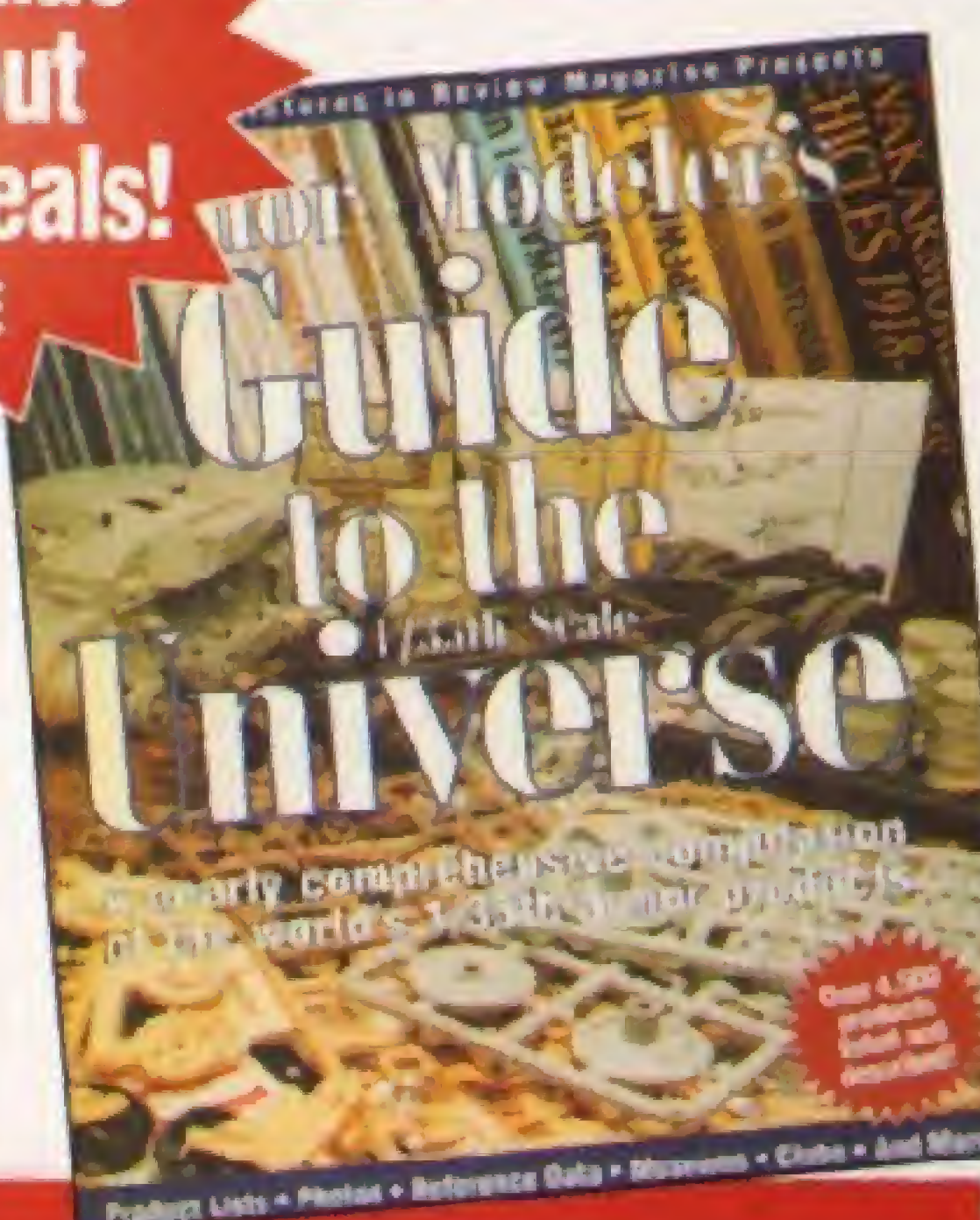


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The Model Citizen

In this segment, we're focusing on the World War II German Field Uniform for SS and Wehrmacht troops. Like so many European armies dating back several centuries, the German Army of the Third Reich enjoyed considerable tolerance in individual uniform modification. This combined with the abundance of clothing manufacturers in both Germany and the occupied countries resulted in countless variations, dissimilarities and oddities. For every rule of German uni-

forms, there are dozens of exceptions. Like the black panzer uniform, there are both distinct commonalities and crucial differences between the SS and Wehrmacht versions and the most important data is when the uniforms were introduced; you don't want a guy on your diorama wearing something that wasn't even invented yet. So, we went to the ends of the earth to find the very best figures whose uniforms were superbly sculpted and weren't obstructed by field equipment. Let's begin, shall we?

Figure 2: Service Uniform Model 1943

Figure 1: Service Uniform Model 1936 (Wehrmacht)

This five-button tunic was worn by all ranks of the German Army and in some form was worn by most branches of the German military. The tunic was field gray and made of a wool/ rayon blend. A variety of factors figure into the color: the diversity of manufacturers, the age of existing samples, heavy wear, exposure to sunlight and even the manner in which samples are photographed. Thus 'field gray' ranges from a deep royal green to a light olive drab. The most important feature of this uniform is the four pleated pockets with their three-pointed flaps. The collar was faced with a dark blue-green cloth. Early tunics had the shoulder straps sewn on at the shoulder seam; this was soon modified with removable shoulder straps to allow cleaning and changes in rank. A light gray shirt was normally worn beneath the tunic. Tuckhose woolen rousers were initially charcoal gray, but field gray trousers were introduced in 1940. As seen on the Yoshi figure, the tunic sported four removable metal belt hooks - two in the front and two in the back - to support the belt and field equipment.

The Schütze shown is a low-ranking Wehrmacht soldier of an artillery unit, indicated by

tinguishing Wehrmacht and SS soldiers in scale; the Wehrmacht buckle features a circular emblem in the center. This soldier wears the Iron Cross Second Class ribbon. Though the Service Uniform Model 1936 was replaced, it continued to be worn in practice throughout the war.

For non-commissioned officers, the uniform would be distinguished by the change in shoulder straps and the addition of silver-gray Tresse braiding around the edge of the collar. Officers wore a higher quality collar insignia backed with a patch of their particular Waffenfarbe color and shoulder straps of their rank. Normally the officer's uniform was of higher quality and had deep turnback cuffs on the sleeves.

SS Version: The SS version of this uniform would be distinguished by the SS eagle on the left bicep, SS collar and shoulder insignia, cuff title on the left forearm and the belt buckle with SS motif and eagle above. On the early Feldmütze, the Reichskokade would be replaced with the Death's head skull and the SS eagle sewn to the top front.

Worth noting is the reed-green Denim Field Service Uniform, identical in cut and easily identified in wartime photos due to its thin, canvas-like appearance as opposed to the thicker wool. The pockets had pointed flaps but generally lacked pleats and in color photographs this uniform can often appear as a mint green.

the red Waffenfarbe piping on his shoulder straps. He wears full-length marching boots (Marschstiefel). His headgear is the Model 1938 Feldmütze; this initial version featured an inverted soutache chevron in the wearer's branch color (again, red for artillery in this instance) surrounding the national Reichskokade ('bulls eye', with red center, white ring and black outer ring). A cloth National Emblem eagle is sewn to the top front of the cap. The National Emblem eagle is worn over the right breast pocket (normally embroidered, sometimes metal) and the Wehrmacht enlisted ranks collar insignia features twin slivers of the Waffenfarbe color as well (though this isn't always practical in 1/35th scale). The belt buckle is also important in dis-



Figure G-05 from C.D. Yoshi,
sculpted by Yoshitaka Hirano

Wartime material shortages forced the Germans to produce

a uniform of lesser quality. The 1943 version was comprised of 90% wool waste, resulting in a less refined appearance than its predecessor. The field gray color was typically lighter than the 1936 uniform, often with a brownish tint. The most important feature of this uniform is the elimination of the pointed flaps and of the pleats on the four pockets. The dark blue-green collar was also eliminated, so that the collar was the same cloth and color as the tunic. (However, there are plentiful photographs showing this uniform with and without pleated pockets, pointed flaps and dark collar. Available materials and wartime shortages resulted in several mutations. Some sources report an SS version with pointed flaps being identified as the M42 tunic.) As seen on this example, the metal belt hooks were retained. The design of this uniform is very similar to the M44 camouflage uniform worn by SS troops, both with and without collar and shoulder insignia. This figure also demonstrates to good effect the Keilhose, with their tapered legs, fob pocket and wide button-over belt loops at the front and rear. The evolution of trousers is a study in itself, though details aren't visible on most figures wearing tunics. Similar trousers were produced in SS pea pattern camouflage and panzer black.

The SS-Sturmann (lance corporal) shown is a low-ranking soldier of an infantry unit, indicated by the white Waffenfarbe piping on his shoulder straps. The left sleeve chevron and the left collar insignia identify his rank. He wears lace-up ankle boots (Schnürschuhe) and canvas leggings introduced in 1941. A wide variety of colors were seen in the leggings, in all shades of tan, brown, gray and green. His headgear is the Model 1942 Feldmütze; the soutache chevron was eliminated on this later version. A metal or cloth Death's head skull is affixed at the brow and a cloth SS eagle is sewn to the top front of the cap. The SS eagle is worn on the left bicep and the right collar insignia is the SS runes (Sigrunen). Only SS units wore the unit cuff titles on the left forearm. If he



Figure 63070 from Jaguar set, sculpted by Brian Stewart, with Hornet head sculpted by Roger Saunders

was wearing a belt, the buckle would feature the SS motif with eagle above. A wound tag tied to his tunic identifies his injuries.

For non-commissioned officers, the uniform would be distinguished by a change in shoulder straps and left collar insignia and the addition of silver-gray Tresse braiding around the edge of the collar. Officers would be distinguished by a change in shoulder straps and collar insignia. Only NCOs had the Tresse collar braiding and only SS officers had fine white piping surrounding their collar insignia.

Wehrmacht Version: the National Emblem eagle on the right breast would distinguish the Wehrmacht version of this uniform; no cuff title; and collar insignia similar to Figure 1. However, the 1943 service uniform saw the introduction of simplified collar insignia, of lower quality and eliminating the twin slivers of branch color therein. His belt buckle would feature the round Wehrmacht circular emblem. The Model 1942 Feldmütze for the Wehrmacht also saw the elimination of the soutache chevron and would feature a turndown flap for covering the ears. Instead of the SS skull, a pair of buttons would be seen above the brow. A cloth National Emblem eagle and Reichskokade were combined into a single embroidered patch at the top front.

tured a turndown flap to cover the ears and two buttons above the bill secured this flap.

For non-commissioned officers, the uniform would be distinguished by a change in shoulder straps and the addition of silver-gray Tresse braiding around the edge of the collar. Officers would be distinguished by a change in shoulder straps and collar insignia.

SS Version: The SS version of this uniform would be distinguished by the SS eagle on the left bicep, SS collar and shoulder insignia and cuff title on the left forearm. On the Einheitsfeldmütze, the eagle and Reichskokade would be replaced with the SS eagle and Death's head skull (either embroidered or metal). SS versions of the cap had either single-button or double-button flaps and was often seen with only the skull on the front, and the SS eagle stitched to the left side.

Figure 3: Field Blouse Model 1944

Continuing wartime material shortages forced the development of an entirely new field tunic, introduced in September 1944. Copied from the British Army Battledress Blouse, the M44 Field Blouse was again of inferior quality. Perhaps due to its late war introduction, the M44 is not widely seen in wartime photos and is thus largely overlooked by figure manufacturers. But it almost certainly saw widespread issue in the last several months of World War II. The trousers and sleeves were identical to its predecessor, but the major difference was the replacement of the skirt with a 12cm wide waistband (thus the two lower pockets disappeared). There were two buttons on the waistband and four more buttons on the front of the tunic. And like its predecessor, it featured two pockets without pleats, pocket flaps without points and a collar the same color as the jacket itself. The metal belt hooks were retained. The color tended towards a brown/light olive drab.

The Schütze shown is a low-ranking Wehrmacht soldier of an infantry unit, indicated by the white Waffenfarbe piping on his shoulder straps. He wears lace-up ankle boots (Schnürschuhe) and canvas leggings. The National Emblem eagle on his right breast is of poor quality, embroidered on a triangular cloth patch. The lesser quality Wehrmacht collar insignia mentioned in Figure 2 is seen here. His headgear is the Model 1943 Einheitsfeldmütze introduced in June 1943, with the National Emblem eagle and Reichskokade embroidered on a triangular patch. The cap fea-



Figure GH06 from Hornet, sculpted by Roger Saunders

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The Volkswagen I.Gf.Pk.W (Kfz. 1) Type 82 Family in World War Two. This special issue of MMiR features 27 detailed models of the German World War Two VW, including three vignettes, historical information and photos of restored Kübelwagens and Schwimmwagens! 8.5 x 11 inch magazine-type format. 80 pages, FULL COLOR throughout, with no text advertising.

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